

Montgomery  
County  
Government

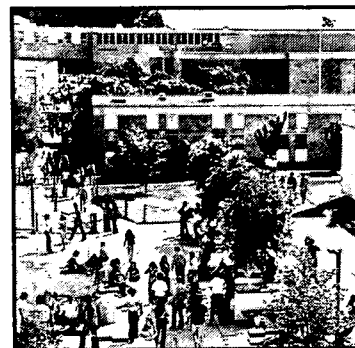
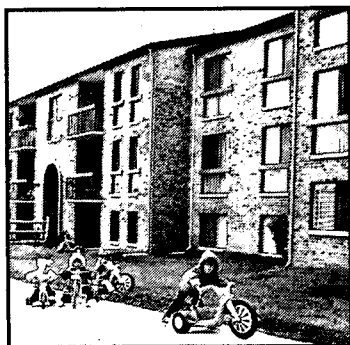
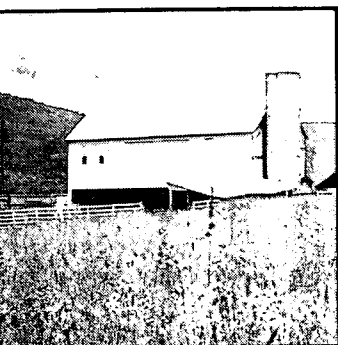
101 Monroe Street  
Rockville, MD 20850  
(301) 217-2430

*Replegle*

*County Executive's Recommended*

# FY 91 ANNUAL GROWTH POLICY

*Montgomery County, Maryland • January 1, 1990*





## Montgomery County Government

ROCKVILLE, MARYLAND 20850

Sidney Kramer  
County Executive  
(301) 217-2500  
TTY 217-6505

### MEMORANDUM

December 27, 1989

TO: William E. Hanna, Jr., President  
Montgomery County Council

FROM: Sidney Kramer, County Executive *Sidney Kramer*

SUBJECT: Recommended FY 91 Annual Growth Policy

I am pleased to transmit to you my Recommended FY 91 Annual Growth Policy (AGP). As required by County law, this document projects how much growth can be supported by the roads and schools that are proposed for construction in my Recommended FY 91-96 Capital Improvements Program, which you will also receive today.

I continue to recommend a long-term, restrained approach to growth in Montgomery County. For the second consecutive year, I am placing highest priority on funding the facilities necessary to serve our existing population, and the new homes and businesses we have already approved.

Furthermore, I am determined to limit how much debt we ask today's taxpayers and our children to shoulder. As you will note in my Recommended FY 91-96 CIP, I do not support any increase in borrowing to finance new capital facilities. Instead, I suggest that we limit any increases for new facilities to that amount that we can pay for within our present debt limits and pay-as-you-go current revenues.

In the short-term, my Recommended FY 91 AGP adds potential for more than 4,500 new housing units in the Gaithersburg East and West,

and Rockville areas of the County. This opportunity results from two major road projects to be completed within four years: MD 28 west of Rockville, which is being widened by the State Highway Administration, and the County's bridge widening on Watkins Mill Road.

I also continue to support construction efforts in areas that are targets of opportunity:

- o In the Shady Grove area, I recommend funding for road improvements that are necessary for the continued expansion of the County's Life Sciences Center.
- o In the Silver Spring Central Business District, I recommend funding of intersection improvements that will be needed as we accomplish the revitalization of this important downtown.
- o In the Germantown area, I recommend continued funding of some roads needed to advance development in this corridor city. However, I have found it necessary to delay, and even delete other roads, which will mean a slower pace of growth there.

In the long-term, my Recommended FY 91-96 CIP delays beyond six years, or deletes, many road projects which we had hoped to be able to complete in the current approved CIP. This is a significant change from last year, and an essential one. I am making this recommendation to provide the schools and other public facilities that are needed during the next six years, while limiting our future debt to prudent levels.

Roads that have been delayed beyond six years will likely not be available for development approvals until the FY 97 Annual Growth Policy at the earliest, because planning and design will not start until then. Among these delayed roads are:

- Route 118 Relocated, west of I-270
- Germantown-Montgomery Village Connector
- Dewey Road
- Veirs Mill/Twinbrook Parkway

I recommend removing other roads altogether from the CIP. Because we do not know when funds for design, right-of-way acquisition or construction will be available, I do not want to raise false

expectations by continuing to show them as part of our planned program. Each year we will reevaluate the following deleted, but needed, roads to determine when they can be programmed:

- Briars Road
- Good Hope Road North
- Jones Lane
- Mt. Everest Lane
- Muncaster/Shady Grove Roads Extended
- Quince Orchard Road South
- Robey Road
- Shady Grove Road to six lanes
- Snouffer School Road
- Waring Station Road

These have been extremely difficult decisions. This year, more than ever before, the wisdom of the County's decision to integrate the CIP with the Annual Growth Policy process is clear. The scenarios provided by the Planning Board have permitted me to assess growth opportunities against the background of fiscal realities. This is the second consecutive year in which we will not be able to achieve the High Scenario, or even the Anticipated Scenario, as prepared by the Board.

While I am still committed fully to building out Germantown, I have concluded that the Marriott Corporation is not likely to relocate its headquarters there in the near future. Without the high level of traffic demand that a large Marriott project would place on roads in this area, we can proceed with Germantown's development at a slower pace. Nonetheless, constructing the Germantown-Montgomery Village Connector and the western segment of MD 118 must be done to complete the Germantown master plan. I expect to program these roads in the County's capital program when we are able to afford them.

Development in the County will continue to be staged with our ability to fund and build public facilities. This will take place over ten, twenty years, and longer, as forecast in our land use plans. In

recent experience, during the favorable market conditions of the mid-1980s, the County has seen unusually fast paced development. Now, however, we have entered a period of greater economic uncertainty. Fiscal constraint is more necessary than ever.

### Other Growth Policy Issues

In addition to setting forth growth limits for jobs and housing in various geographic areas of the County, we use the AGP to recommend improvements to our public policies on growth management. This section highlights my conclusions on several important policies.

#### Review of Policy Area Boundaries

Council has asked the Board to review the boundaries of policy areas, and to discuss reasons for changing these boundaries or for creating new areas. After reviewing several alternatives prepared by its staff, the Board concluded that the County should not create new areas at this time. I concur with that recommendation. I also agree that our first effort should be directed at making limited changes in the FY 92 AGP so that the policy area boundaries will conform to the municipal borders of Rockville and Gaithersburg.

#### Support for Housing

This FY 91 AGP proposes several policy changes directed at making our growth management more responsive to the need for affordable housing in Montgomery County.

- o I concur with the Planning Board's recommendation to allocate more of the new growth capacity to housing than to jobs in this year's AGP. I also believe the Board has acted appropriately in assigning part of the new transportation capacity to "catch up" in areas where we have approved more growth than today's policies would permit.
- o Our special ceiling allocation for affordable housing has succeeded in stimulating the approval of new affordable housing units in five areas of the County. I will support a modest increase in the annual limit for such approvals in any one policy area -- 300 units per year instead of the current 250 limit. I do not support a system of "borrowing capacity" from one year to the next, as the Planning Board has suggested.
- o The Planning Board has suggested further study of several additional techniques which will help us refine our ability to approve more housing without violating our overriding policy of balancing growth with adequate public facilities. Executive staff will participate in and support this work.

### Goals for Development of Loophole Properties

When Council passed the Loophole Legislation (Bill 25-89E) last summer, you determined that applicants of pre-1982 nonresidential properties located in a moratorium area would have to submit a traffic mitigation plan in addition to completing a test of traffic impact on nearby intersections. You set forth interim goals that should be met in any such traffic mitigation plan, and said that these goals could be changed in the Annual Growth Policy, once additional research was completed. The Planning Board has now completed this research, and I support adding these new goals to the FY 91 Annual Growth Policy.

### Special Ceilings for Health Facilities and Higher Education

I have already transmitted to you an amendment to the FY 90 AGP that was prepared by the Planning Board at Council request. I recommend against its adoption, either as an amendment, or as an addition to the FY 91 AGP.

I do not believe that the data prepared by the Planning Board provides acceptable justification of the need for this special ceiling allocation. Furthermore, I do not support creating new special categories which will permit subdivision approval regardless of the constraints imposed by inadequate public facilities. I am concerned that such a piecemeal process could undermine our commitment to planning and staging growth.

### Growth Capacity from Georgetown Branch Light Rail

As I noted during Council discussions of the Georgetown Branch Master Plan, I believe we should have actual ridership experience for this new light rail system before we add any growth capacity to the Silver Spring or Bethesda CBDs. I have added language to this FY 91 AGP so that Council has an opportunity to affirm this policy.

### Conclusion

I appreciate the staff research effort that went into preparing this year's Annual Growth Policy. I also value the thoughtful guidance of the Planning Board, as presented in the Final Draft FY 91 AGP that I received on December 1, 1989.

In order for the Council and the public to understand the full effect of the capital program recommendations that I am submitting with

William E. Hanna, Jr.  
December 27, 1989  
Page 6

this AGP, I request that the Planning Staff prepare a revised set of growth ceilings, using the road construction program contained in the CIP. This analysis should be available before the Council's public hearing.

I look forward to a productive discussion with you on all of the recommendations contained in this FY 91 Annual Growth Policy.

SK:cfm

cc: Montgomery County Planning Board

***County Executive's Recommended***

**FY 91**

**ANNUAL**

**GROWTH POLICY**

***Montgomery County, Maryland***  
***January 1, 1990***

**Draft Prepared by:**  
**Montgomery County Planning Board**

**Montgomery County Government**  
**Office of Planning Policies**  
**101 Monroe Street**  
**Rockville, Maryland 20850**

ELECTED AND APPOINTED OFFICIALS

COUNTY COUNCIL

William E. Hanna, Jr., President  
Isiah Leggett, Vice President  
Rose Crenca, President Pro Tem  
Michael L. Subin, Council Member  
Michael L. Gudis, Council Member  
Bruce Adams, Council Member  
Neal Potter, Council Member

COUNTY EXECUTIVE

Sidney Kramer

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

John W. Rhoads, Chairman  
Gus Bauman, Vice Chairman

Montgomery County  
Planning Board

Gus Bauman, Chairman  
Richmond M. Keeney  
Nancy M. Floreen  
Carol G. Henry  
John P. Hewitt

Prince George's County  
Planning Board

John W. Rhoads, Chairman  
Roy I. Dabney, Jr.  
Samuel Y. Botts  
Morgan Wootten  
Margaret Yewell

# Preface

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

(301) 495-4605

Montgomery County Planning Board  
Office of the Chairman

December 1, 1989

The Honorable Sidney Kramer  
Montgomery County Executive  
Executive Office Building  
101 Monroe Street  
Rockville, Maryland 20850.

The Honorable Michael L. Gudis  
President  
Montgomery County Council  
Council Office Building  
Rockville, Maryland 20850

Dear Messrs. *Sid* Kramer and *Mike* Gudis:

I am pleased to transmit to you the Planning Board's Final Draft FY 91 Annual Growth Policy for Montgomery County. As required by the Annual Growth Policy Legislation, the Planning Board is submitting to the Executive by December 1 our Final Draft Annual Growth Policy for review before it is submitted by the Executive to the County Council.

The Board's Final Draft AGP includes two sets of transportation staging ceilings: the FY 91 anticipated ceilings and possible high scenario ceilings. The anticipated ceilings are based on transportation projects within the first five years of the adopted FY 90-95 CIP. The anticipated fifth year provides a limited amount of new staging ceiling capacity in Aspen Hill, Fairland/White Oak, Gaithersburg East, Gaithersburg West, and Rockville. With these anticipated ceilings, subdivision approvals would continue to be constrained in eight policy areas for jobs and six policy areas for housing as listed below.

Jobs

Cloverly  
Fairland/White Oak  
Gaithersburg East  
Gaithersburg West  
Germantown West  
North Bethesda  
Rockville  
Silver Spring/Takoma Park

Housing

Aspen Hill  
Cloverly  
Damascus  
Fairland/White Oak  
Germantown West  
North Bethesda

Should any of the transportation projects in the FY 90-95 CIP be delayed so that 100 percent of expenditures for construction are no longer scheduled by FY 94, the Board's FY 91 anticipated ceilings would need to be recalculated.

The high ceiling scenario is based on transportation projects in the sixth year of the County's FY 90-95 CIP and the fifth year of the State FY 89-93 CIP. It is included to show the Executive and the Council how much transportation capacity would be provided if transportation projects in the sixth year could be moved forward. This scenario provides significant new staging ceiling capacity for both jobs and housing. Seven policy areas would have higher staging ceilings including Cloverly, Damascus, Fairland/White Oak, Gaithersburg East, Gaithersburg West, Germantown East, and Germantown West. With the high scenario the number of policy areas in subdivision moratorium would be reduced from eight to six for jobs and from seven to five for housing as listed below.

Jobs

Cloverly  
Fairland/White Oak  
Gaithersburg East  
North Bethesda  
Rockville  
Silver Spring/Takoma Park

Housing

Aspen Hill  
Cloverly  
Damascus  
Fairland/White Oak  
North Bethesda

In transmitting this Final Draft Annual Growth Policy to you, the Planning Board would like to bring to your attention the following growth management issues.

1. Comprehensive Review of the Structure of Policy Areas.

Last June, the Council asked for a comprehensive review of the structure of policy areas. At this time, the Planning Board does not recommend a comprehensive restructuring of policy area boundaries for the FY 91 AGP. Any major change of this nature needs a great deal of study and public discussion before it should become part of the County's growth management process.

The Board recognizes some of the problems which the current structure now poses and offers two recommendations for the County to explore during the coming year. First, the Board recommends that the Council consider modifying the Rockville and Gaithersburg policy area boundaries to conform to current city boundaries. The Board believes these boundaries should correspond since the County has no control over development approvals in these two cities.

Second, the Planning Board recommends that the Council consider carving out smaller policy areas around the Metrorail stations, perhaps using existing sector plan boundaries. Most of these sector plan areas were defined as the area within easy walking distance of the Metrorail station. This would add approximately eight new policy areas to the County's growth

management system including: Forest Glen, Friendship Heights, Grosvenor, Nicholson Lane (White Flint), Shady Grove, Takoma Park, Twinbrook, and Wheaton.

If the Council creates new smaller policy areas, staging ceilings also will need to be adopted for these areas. Due to time constraints, the Board has not had sufficient time to discuss this particular aspect of a possible restructuring. The Planning Board would not recommend that the Council rely on the transportation model to accurately measure the average transportation level of service standard within these sector plan areas because they contain so few streets. Other possible approaches for setting the ceilings are to use the zoning ceiling or some proportion of the zoning ceiling, use historical development trends, or provide for a specific number of years of forecasted housing and employment growth.

The Council may want to consider requiring traffic mitigation programs, transportation management districts, and/or non-auto driver mode share goals for development in these transit station areas. The Council may also want to consider using different intersection level of service standards for local area review in these areas.

2. Identification of Measures to Provide More Adequate Housing Capacity

Last June, the Council also asked the Planning Board and the Executive to identify measures to provide more adequate housing capacity under the AGP's staging ceilings. There are a number of alternative ways this can be accomplished, some more difficult, controversial, or expensive than others. Obviously, the Council has the option to spend more money on transportation projects, thus increasing the number of projects which could be counted for APFO purposes and increasing transportation staging ceilings for jobs and housing. This option, however, has significant repercussions in terms of what other capital improvement projects might need to be sacrificed for transportation, the County's triple A bond rating, and the property tax rate and, thus, probably is not realistic.

The second alternative is to change the standards used in the Annual Growth Policy. Certainly, when the AGP is adopted the Council always has the option of changing the transportation level of service standard used for either policy area or local area review. Any lessening of the standard would result in higher staging ceilings but would unfortunately also allow more traffic congestion.

The third alternative is for the Council to assign a greater proportion of new staging ceiling capacity in FY 91 to housing than in the past, sacrificing jobs ceiling capacity.

Both the Planning Board's FY 91 anticipated and high scenario ceilings in our Final Draft AGP do this. There is a limit to how much can be accomplished with this alternative, however, given the number of policy areas in subdivision moratorium. In allocating capacity to jobs and housing, the Planning Board felt obligated to assign at least some of the new ceiling capacity to jobs if the area was constrained for jobs subdivision approvals. If we did not recommend this, we would de facto be allowing the transportation level of service standard to decline.

The fourth alternative is to try to better manage our current transportation resources. Possible measures which the Council may want to consider during the next fiscal year include: 1) better counting transportation capacity from future transit and HOV improvements when staging ceilings are calculated, 2) setting transportation staging ceilings using peak hour trips rather than jobs and households, 3) periodically amending the ceilings to reflect how staging ceiling capacity has been used by specific housing and jobs types, and 4) perhaps even moving away from a first-come, first-served system of giving out capacity to one which gives out capacity based on which projects generate the fewest number of peak hour vehicle trips per development unit.

As always, the Board looks forward to working with both the Executive and Council on these important development issues during the coming months, and will be available as needed.

Sincerely,



Gus Bauman  
Chairman

Enclosure

GB:cmd

## TABLE OF CONTENTS

	Page
I. INTRODUCTION	
1. Purpose. . . . .	3
2. Overview of the Annual Growth Policy Process . . . .	3
3. Components of the FY 91 Annual Growth Policy . . . .	4
II. GROWTH POLICY INTERRELATIONSHIPS	
1. Land Use Policy. . . . .	10
2. Economic Policy. . . . .	11
3. Housing Policy . . . . .	11
4. Transportation Policy. . . . .	12
5. Community Facilities Policy. . . . .	14
6. Natural Resources Policy . . . . .	15
7. Social Policy. . . . .	16
8. Fiscal Policy. . . . .	18
III. FY 91 ANNUAL GROWTH POLICY ISSUES	
1. Comprehensive Review of the Structure of Policy Areas. . . . .	21
2. Amendment to FY 90 Annual Growth Policy on Special Ceiling Allocations. . . . .	24
3. Amendment to FY 90 Annual Growth Policy on Local Area Review. . . . .	24
4. Master Plan Amendment -- Gaithersburg Vicinity Master Plan. . . . .	25
5. Master Plans -- Special Ceiling Allocation for Affordable Housing . . . . .	25
6. Prioritization of Highway and Transit Projects . .	27
7. Continued Comprehensive Review of the Fiscal Impacts of Growth. . . . .	31
8. Identification of Measures to Provide More Adequate Housing Capacity Under Staging Ceilings . . . . .	32
9. Traffic Mitigation Goals for "Loophole" Properties in Policy Areas under Subdivision Moratoria. . .	39
10. Timing of Recognition of Additional Transit Capacity . . . . .	44
IV. FY 91 GROWTH CEILING RECOMMENDATIONS	
1. Transportation Staging Ceilings. . . . .	47
2. Public School Capacities . . . . .	48
V. FY 91 ANNUAL GROWTH POLICY RESOLUTION. . . . .	61

## Table of Contents (Cont'd.)

Page

### APPENDICES

A.	The Capital Improvements Program . . . . .	A-1
B.	Policy Area Staging Charts and Statistical Profiles . . . . .	B-1
C.	Overview of the Annual Growth Policy Process . . . .	C-1
D.	Growth Policy Legislation. . . . .	D-1
E.	Alternative Growth Scenarios . . . . .	E-1
F.	Definitions and Key Variables. . . . .	F-1
G.	Acknowledgements . . . . .	G-1

# Chapter I

## Introduction

This chapter was written by the County Executive. The Planning Board draft is in Appendix C.

## INTRODUCTION

### 1. PURPOSE

The purpose of the Annual Growth Policy is to:

- o allow the County Council to give policy guidance to the agencies of government, and to the public, on matters of land use development, growth management, and related issues; and
- o act as an instrument that facilitates and coordinates the various powers of government to limit or encourage growth.

### 2. OVERVIEW OF THE ANNUAL GROWTH POLICY PROCESS

Two of the most important tools for growth management in Montgomery County are the six-year Capital Improvements Program (CIP) and the Annual Growth Policy (AGP). Both documents are recommended by the County Executive by January 1 each year, and acted on by the Council each spring. Among the important decisions in each AGP is approval of the guidelines for implementing the County's Adequate Public Facilities Ordinance.

The Adequate Public Facilities Ordinance (APFO) was adopted in 1973 and has been used as a tool to promote orderly growth in the County by synchronizing private development with the availability of public facilities. In Montgomery County, staging of growth occurs at the time of subdivision approval, when the Planning Board has authority to disapprove an application for subdivision if the public facilities are not programmed to be available to support the development.

In recent years the provision of transportation facilities has been the overriding constraint on growth. The programming and financing of transportation improvements are part of the CIP recommended by the County Executive and adopted each year by the County Council. The AGP, prepared as a draft by the Planning Board, recommends how much new growth can occur in various geographic areas of Montgomery County, based on estimates of road capacity that will become available given the capital improvements scheduled to be completed within the first four years of the six-year CIP. The amount of recommended new development in an area is called the "staging ceiling."

After receiving the recommendations of the County Executive in the AGP on January 1, the County Council adopts staging ceilings as part of the AGP for each of the County's 15 planning policy areas by June 30 of each year. Based on these adopted ceilings for the number of jobs and the number

of housing units, the Planning Board administers the APFO at the time of subdivision approval. If an applicant for subdivision is in a policy area with no remaining capacity within the adopted ceilings, the Planning Board can deny the application on the basis that public facilities are not adequate.

Significant changes to the APFO were made in 1982, including requirements for policy area review. These changes are incorporated in the current AGP guidelines. For those pre-1982 recorded or approved properties, however, no APFO-type requirements were imposed until the Council passed legislation on July 25, 1989, to bring these "loophole properties" under regulation. The legislation established a requirement for a "timely adequate public facility determination" prior to issuance of a building permit. A copy of this "loophole legislation" is in Appendix D.

A more detailed historical overview of the Annual Growth Policy process, prepared by the Planning Board, is included as Appendix C.

### 3. COMPONENTS OF THE FY 91 ANNUAL GROWTH POLICY

The Planning Board's Draft FY 91 Annual Growth Policy submission to the Executive consisted of:

- o Overview of the Annual Growth Policy;
- o Growth Policy Interrelationships;
- o a discussion of FY 91 Annual Growth Policy Issues;
- o FY 91 Staging Ceiling Recommendations;
- o the FY 91 Annual Growth Policy Resolution;
- o a number of appendices; and
- o two supplementary Montgomery County Planning Department reports entitled, "1989 - Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings."

Revisions were made to the Planning Board's draft by the Executive so that this FY 91 AGP will be consistent with his recommended FY 91-96 CIP and his growth policy objectives.

- o Chapter I - Introduction (prepared by the Executive; Planning Board draft is in Appendix C)
- o Chapter II - Growth Policy Interrelationships (no changes)

- o Chapter III - FY 91 Annual Growth Policy Issues  
(brackets and underlines show changes made by the Executive)
- o Chapter IV - FY 91 Growth Ceiling Recommendations  
(consistent with the Executive's Recommended CIP; Planning Board draft is in Appendix E)
- o Chapter V - FY 91 Annual Growth Policy Resolution  
(brackets, underlines and marginal notations show changes made by the Executive)
- o Appendix A - Capital Improvements Program  
(consistent with the Executive's Recommended CIP; Planning Board draft is in Appendix E)
- o Appendix B - Staging Charts and Statistical Profiles (revisions made to reflect the Executive's Recommended CIP; CIP maps added by the Executive)

# Chapter II

## Growth Policy Interrelationships

## GROWTH POLICY INTERRELATIONSHIPS

The Adequate Public Facilities Ordinance (APFO), with its staging mechanism, represents only one of many policies that the County has adopted over the years. In the Annual Growth Policy (AGP), elected and appointed officials have an opportunity to begin to balance the APFO staging policies with other adopted and stated County policies.

The Annual Growth Policy identifies geographic areas of the County where preliminary plan approvals can occur and areas where approvals will be constrained. In some cases, such constraints may interfere with other County policies. For example, a County policy to provide housing for low and moderate-income families may be difficult to implement if there is no remaining housing staging ceiling capacity in many policy areas. Thus, the AGP allows affordable housing developments up to a total of 250 units per policy area to be approved in FY 90, despite any subdivision moratorium.

The major source of overall development policy in the County is in the County General Plan, "On Wedges and Corridors." Other sources include master plans, functional plans, and specific policy statements expressed in the programs and budgets carried out by County departments, offices, and commissions.

The following paragraphs provide a summary of current policies for each of eight policy elements: land use, economic, housing, transportation, community facilities, natural resources, social, and fiscal policies. For more information on each of the policies, the original sources should be consulted.

### 1. Land Use Policy

Land use policies affect the pattern and intensities of the uses of land for housing, business, industry, open space, public buildings and services, and education. General County land use policy includes the following:

- \* Use land efficiently to prevent land waste and to decrease the cost of providing public facilities and services.
- \* Achieve a balance in type and distribution of land uses that provides an environment and diversity of life styles that meets the needs and desires of County residents.
- \* Direct land use in a manner that protects both private property rights and the public interest.

## 2. Economic Policy

Economic policies are those policies that affect economic development and employment in the County. Economic policies in the Montgomery County General Plan (1970) include the following:

- \* Encourage the development of employment opportunities to provide for growth in economic opportunity, to expand our tax base, and to increase career opportunities within the County's borders.
- \* Retain existing businesses in the community and minimize disruption that business relocation would cause for employees who are County residents.
- \* Ensure that employment areas are provided with adequate access to a variety of modes of transportation.
- \* Revitalize and encourage the development and redevelopment of the central business districts that offer retail, professional services, housing, and employment opportunities.

Office of Economic Development policies, as expressed in the FY 90 budget, include:

- \* Plan for the future economic viability of Montgomery County.
- \* Generate private sector investment in Montgomery County.
- \* Broaden the commercial/industrial tax base.
- \* Foster a favorable business climate.

## 3. Housing Policy

Housing policies affect the development, preservation, improvement, and cost of housing in the County to meet the needs of all socio-economic sectors. Housing policies in the Montgomery County General Plan (1970) include the following:

- \* Provide land for, and encourage development of, a variety of residential types and densities which can accommodate households with different needs and incomes.
- \* Protect existing housing and provide for the development of new housing within reasonable

distance of workplaces, recreation, shopping, community facilities, and mass transportation.

- \* Encourage the location of housing of various densities, types, and costs in proximity to most places of employment.
- \* Achieve a balanced relationship between residential growth and employment opportunities within the County.

Department of Housing and Community Development and Housing Opportunities Commission policies, as expressed in the FY 90 budget, include:

- \* Promote the availability of affordable housing to persons of all income levels.
- \* Prepare and implement an effective strategy for addressing problems which contribute to the physical decline of residential and commercial areas.
- \* Maintain fair and equitable relations between landlords and tenants.
- \* Ensure that dwelling units are maintained in a safe and sanitary manner.
- \* Coordinate efforts to prevent discrimination in housing.
- \* Provide housing to low and moderate-income families.
- \* Encourage resident self-sufficiency, upward mobility, and assimilation into the community.

#### 4. Transportation Policy

Transportation policies deal with the location, extent, and cost of existing and proposed roads, transit routes, sidewalks, bicycle paths, and parking. General County transportation policies include the following:

- \* Coordinate the timing of private development with the provision of transportation facilities, sidewalks, and bicycle paths.
- \* Provide convenient, accessible, and reasonably priced mass transit opportunities so that residents have alternative ways to travel to work, school, recreation, and social events.

- \* Provide an efficient system of transportation, including rapid transit.
- \* Provide a balanced circulation system which most efficiently serves the economic, social, and environmental structure of the area.
- \* Use transportation routes, facilities, and service to accommodate travel demand and to facilitate the orderly growth of urban areas within the context of the General Plan.
- \* Provide for a more coordinated rail, bus, pedestrian, and bicycle system that is capable of shaping desirable growth patterns, serving the present population and employment centers and providing for convenient ease of transfer between transit and other modes.
- \* Improve transportation efficiency so as to minimize costs to users and to reduce transportation as a cost element in the production of goods and services.
- \* Provide safe transportation systems.
- \* Encourage nonmotorized transportation forms to support health and recreation objectives and to provide visual contrast to vehicular movement.

Department of Transportation policies, as expressed in the FY 90 budget, include:

- \* Plan and develop a balanced and cost effective transportation system that satisfies the current and future needs of Montgomery County.
- \* Ensure a safe, effective, and timely transportation system to meet the needs of the County.
- \* Develop and implement a County traffic management plan and alternative transportation strategies.
- \* Develop and implement policies and procedures to effectively maintain roads and public rights-of-way.
- \* Support the comprehensive development of the Central Business Districts (CBD) and promote their economic growth and welfare by supplying a sufficient number of parking spaces to accommodate that segment of the public demand which is neither provided for by developers nor served by alternative travel modes.

- \* Promote a total transportation system through the careful balance of rates and parking supply to encourage the use of the most efficient and economical transportation modes available.
- \* Develop and implement parking management strategies designed to maximize usage of the available parking supply to enhance the economic development of the Central Business Districts.
- \* Provide for the delivery of safe, reliable, and affordable public transportation to the residents of Montgomery County.
- \* Establish the most effective mix of transit services provided by the Washington Metropolitan Area Transit Authority (WMATA), Ride-On, Paratransit services, private companies providing public transportation, the special paratransit services of nonprofit organizations, vanpooling, and other ridesharing options.
- \* Provide coordination among the policies and programs of the various agencies delivering transit services in Montgomery County.

##### 5. Community Facilities Policy

Community facilities policies deal with such services as education, cultural and recreational opportunities, health care, and public safety. Community facilities policies include the following:

- \* Coordinate the timing of private development with the provision of adequate public facilities including schools, libraries, and fire and police protection.
- \* Make public investments in community facilities in the most efficient manner to ensure compact, orderly, urban development and maximum service.
- \* Protect the County's investment in public facilities by funding public services that efficiently use building capacities and by providing adequate funds for ongoing renovation and maintenance.
- \* Provide human service, recreational, and cultural facilities that are conveniently located and responsive to the diverse needs and preferences of County residents.

- \* Provide equal opportunity for quality public education in all parts of the County and increase higher educational opportunities, especially through programs that respond to the needs of our growing population of scientific and technical employers.

The County's community facilities policies are evident in the activities and programs of several County agencies, including Montgomery County Public Schools, the Department of Police, the Department of Fire and Rescue Services, the Department of Recreation, and the Department of Public Libraries. These community facilities policies include:

- \* Improve the academic achievement of all students.
- \* Improve students' abilities to exercise responsibility for independent learning, be responsible citizens, and become effective group members.
- \* Protect life and property, preserve peace and order, prevent and detect crime, enforce laws and ordinances, arrest violators, and promote safe and efficient use of public thoroughfares.
- \* Prevent fires, minimize the adverse effects of fire and natural man-made disasters, and ensure timely response of emergency medical services.
- \* Provide and maintain outstanding recreation facilities and services in the County.
- \* Offer the opportunity to participate in leisure activities to County residents of all ages and skill levels.
- \* Acquire, organize, provide access, and offer guidance to a wide variety of information, materials, and services which help to fulfill the intellectual, educational, social, cultural, community, information, and recreation needs of all people in the County.

#### 6. Natural Resources Policy

Natural resources policies provide for the conservation, protection, development, and use of natural resources, including air, water, forests, soils, rivers, streams, lakes, wildlife, energy, and minerals. General policies include the following:

- \* Provide an aesthetic and healthful environment for present and future generations.
- \* Preserve and protect the County's open space and parklands.
- \* Coordinate the timing of private development with the provision of sewerage and water service and other needed utilities.
- \* Ensure that agriculture in the County continues as a viable land use.
- \* Protect the natural environment from the consequences of growth by regulating activities which might damage soils, streams, water supply, air quality, plants, and wildlife, and by preserving agricultural and open space.
- \* Further energy efficiency and promote cost-effective energy use throughout all segments of the community while maintaining efforts to meet environmental goals and guidelines.

The policies of the Department of Environmental Protection and the Soil Conservation District, as expressed in the FY 90 budget, are to:

- \* Contribute to the protection of the public from unsafe and unhealthful environmental conditions.
- \* Implement measures designed to preserve and enhance the quality of the natural environment.
- \* Prevent the construction and occupancy of unsafe structures.
- \* Provide for the transportation and disposal of solid waste in an environmentally responsible and safe manner.
- \* Promote the effective management and conservation of soil, water, and related natural resources in the County.

## 7. Social Policy

Social policies are those which affect health and welfare activities. Other related activities, such as educational, cultural, recreational, and public safety, are addressed under the community facilities section.

The social policies of the County are not included in the General Plan, but can be found in various other documents produced by state and local agencies. These include the State Health Plan, the Health Systems and Annual Implementation Plan, the Annual Area Plan on Aging, the Action Plan for the Mentally Retarded/Developmentally Disabled, and the Action Plan for the Chronically Mentally Ill.

The County's social policies are evident in the activities and programs of several County agencies, including the Department of Health; the Department of Social Services; the Department of Family Resources; the Office of Human Relations; the Department of Addiction, Victim, and Mental Health Services, as well as other agencies and organizations such as the Community Action Board, the Commission on Children and Youth, the Commission on Handicapped Individuals, the Mental Health Advisory Committee, the Drug Abuse Advisory Council, the Alcoholism Advisory Council, and the Advisory Board on Victims and their Families.

The policies of these departments, as expressed in the FY 90 budget, are to:

- \* Assure access to and provision of health services.
- \* Assess local health needs and establish priorities in cooperation with the community.
- \* Make available, for eligible clients, the means for meeting the basic needs of food, shelter, clothing, and protection.
- \* Provide opportunities for reaching the highest possible level of self-sufficiency.
- \* Provide a quality system of mental health, alcohol and drug abuse, and victim services for those persons unable to afford privately provided services or where those services are inadequate.
- \* Improve the coordination of human service programs within the government and with private service providers.
- \* Eliminate instances of discrimination in housing, commercial real estate, employment, and public accommodations.
- \* Reduce the number of racial, ethnic, and religious acts motivated by prejudice, intolerance, and bigotry.

- \* Promote harmonious human relations within the community.

## 8. Fiscal Policy

Fiscal policies affect the ability of the County to provide necessary facilities and services in a timely manner. The fiscal policy of the County, as summarized from budget documents, includes the following:

- \* Balance the budget annually, including some amount of budgeted surplus each year.
- \* Take no fiscal action that would be detrimental to the high credit ratings which the County now enjoys in national bond markets.
- \* Increase the use of current revenues to finance capital projects, if necessary, to avoid excessive bond ratios.
- \* Use revenue bonds to finance capital for self-sustaining governmental operations.
- \* Charge user fees for public services where feasible.
- \* Fund in a fully appropriate way all the facilities, programs, and services which the County has made a commitment to provide.
- \* Control costs through prudent management.
- \* Decrease dependence on the property tax by implementing minor taxes and other revenue sources and reducing tax rates.
- \* Keep the increase in the average tax bill below the rate of inflation.
- \* Build the assessable tax base through balanced growth in private sector employment and housing development.

# Chapter III

## FY 91 Annual Growth Policy Issues

This chapter was prepared by the Planning Board. Text changed by the County Executive is shown with brackets and underlines.

Brackets: text deleted  
Underline: text added

## **FY 91 ANNUAL GROWTH POLICY ISSUES**

The County Council, in adopting the FY 90 Annual Growth Policy (AGP), asked the Planning Board and the Executive to collect data and analyze a number of issues for the FY 91 AGP. This section of the Annual Growth Policy report provides a discussion of this work to date.

### **1. COMPREHENSIVE REVIEW OF THE STRUCTURE OF POLICY AREAS**

#### **A. Background**

The County Council requested that the Planning Department staff conduct a comprehensive review of the structure of the policy areas and policy area boundaries used for the (AGP). During the past year, the Planning Department has discussed possible restructuring concepts with the Transportation Model Technical Advisory Committee. The Council assigned to its Transportation and Environment (T&E) Committee a review of related issues including criteria, technical feasibility, timing, and agency work programs and asked the Committee to report back to them prior to December 1, 1989. The T&E Committee discussed this issue at great length with the Planning Board and the staff of the Executive on November 21, 1989.

#### **B. Criteria for Structuring Policy Areas**

The Planning Board has identified a number of criteria which should be used if the Council decides to restructure policy areas and change policy area boundaries. These criteria include:

(1) Conform to Current Policy Area Boundaries. To minimize disruption, policy area boundaries should conform to current policy area boundaries, except where other more pressing criteria may suggest the need for a change.

(2) Keep the Structure as Simple as Possible. Currently, the County has 17 policy areas, 27 planning areas, 20 master plan areas, about 15 sector plan areas, and 246 traffic zones. The Planning Board recommends against creating still another level of geography for the Annual Growth Policy. The Council should try to make any new policy area boundaries conform to these already existing boundaries when possible.

(3) Conform to City Boundaries. Currently the boundaries of the incorporated cities of Rockville and Gaithersburg do not conform to the Rockville and Gaithersburg policy areas. The County Executive and the Planning Board recommend[s] that the Council make these policy area boundaries correspond since the County has no control over development approvals in these cities.

(4) Make policy areas more sensitive to the presence of transit. Although the County Executive and Planning Board at this time do[es] not have a specific recommendation on how to accomplish this, we recommend that the Council consider making some adjustments to the ceilings in areas close to Metrorail stations to provide some additional development capacity, particularly for residential or multi-use projects in areas where there is zoning capacity. One approach which the Board offers for discussion is the creation of new, smaller policy areas around Metrorail stations using already existing sector plan area boundaries. Most of these sector plan areas were defined as the area within walking distance of a [the] Metrorail station. This would extend some of the concepts used in creating the Bethesda CBD and the Silver Spring CBD policy areas to other sector plan areas which contain Metrorail stations. This approach would result in the creation of eight new policy areas as listed below:

- o Forest Glen
- o Friendship Heights
- o Grosvenor
- o Nicholson Lane
- o Shady Grove
- o Takoma Park
- o Twinbrook
- o Wheaton

If these sector plan areas become new policy areas, the Council would need to set transportation staging ceilings for these areas. While the Planning Board has not yet had time to discuss fully how this would be done, there are several possible approaches, including setting the ceiling at the zoning ceiling, or at some proportion of the zoning ceiling; setting the ceiling using historical development trends; or setting the ceiling to provide for a specific number of years of forecasted employment and housing growth. The Planning Board and its staff plan to discuss this matter more fully in 1990. Regardless of the approach, the staging ceiling should not be set at a level higher than the zoning ceiling.

As part of this type of restructuring, the Planning Board would recommend that the Council consider requiring traffic mitigation programs, transportation management districts, and/or minimal nonauto driver mode share goals for development in these transit station locations, even if the sector plan does not require transportation management organizations. Such requirements could be included in revised guidelines and criteria for setting level of service standards. The Council may also want to consider reevaluating the current practice of using the same intersection level of service standards for local area review in these transit station locations.

(5) Minimize differences in transportation characteristics within policy areas. To the extent possible, the County Executive suggests that the policy area should exhibit similar transportation characteristics. Examples of these characteristics include the prevailing level of service, directional distribution of traffic, and availability of alternative modes. At the same time, the policy area boundaries should be chosen to maximize the difference in transportation characteristics between policy areas.

At this time, the County Executive and the Planning Board do[es] not recommend a comprehensive restructuring of policy area boundaries for the FY 91 AGP. The Executive and the Board believe[s] that any restructuring concept needs a great deal of study and public discussion before it can become a part of the growth management process. The Executive and the Board recommend[s] that the Council not consider making these types of changes until the FY 92 AGP.

#### C. Technical Feasibility Issues

(1) Zone Structure. To implement these recommended changes at the sector plan area level and in the Rockville and Gaithersburg policy area boundaries, the Planning Department would need to redefine the traffic zone system in these areas. The current traffic zone system, which is more than 15 years old, does not conform to sector plan areas or current city boundaries. The Planning Department would need to coordinate any changes with the Council of Governments.

(2) Modify the County's Data Bases. If traffic zone boundaries are modified, the Planning Department would also need to use its computer mapping system to modify its data bases and the development pipeline to reflect this new traffic zone geography.

(3) Queue of Pending Preliminary Plans. New policy area boundaries could have an impact on the relative positions of pending preliminary plans in the queue. When the Council created the Aspen Hill policy area out of the Kensington/Wheaton/Aspen Hill policy area, a six-month grandfather period was provided for all projects in the queue. This may not work as well with this type of restructuring since the queue of completed preliminary plan applications in some areas is very long. Readers should refer to the Planning Department's listing of pending preliminary plans.

#### D. Timing of a Restructuring and Agency Work Programs

The County Executive and the Planning Board recommend[s] that the Council not consider making these

changes until the FY 92 AGP. Because of the required changes in traffic zone boundaries, it will not be possible to carve out sector plan areas and modify the Rockville and Gaithersburg policy area boundaries in time for the adoption of the FY 91 AGP in June 1990. In preparing the Planning Department's proposed FY 91 budget, the Board is now reviewing the budget impact, if any, required to accomplish these types of changes for the FY 92 AGP.

## **2. AMENDMENT TO FY 90 ANNUAL GROWTH POLICY ON SPECIAL CEILING ALLOCATIONS**

During its deliberations on the FY 90 AGP, Councilmember Subin proposed an amendment to the growth policy which would provide a limited exception to policy area review requirements to ensure that the County has reasonably accessible health care and advanced educational opportunities. The Planning Board was asked to prepare expeditiously an amendment that would: "(1) establish additional special ceiling allocations for private health care facilities and post-secondary educational facilities." In analyzing this amendment, Planning staff looked at the market for medical office space, special exceptions for medical or dental clinics, post-secondary educational institutions in Montgomery County, and sewer capacity allocation policies used during the 1970's sewer moratorium. The Planning Board addressed this item during the fall worksessions on the FY 91 AGP and packaged it as a separate amendment to the FY 90 AGP.

The County Executive does not see an overriding benefit in the amendment and does not recommend its approval. Such a revision to the adequate public facilities requirements would stimulate more requests for special treatment. Adding more single-purpose categories will further jeopardize the fairness and consistency of our existing procedures. Nor is he convinced of an overriding need for special ceiling allocations for medical and higher education facilities. The Executive is not aware of any applications pending in the County queue for projects that meet the amendment criteria proposed by the Planning Board.

## **3. AMENDMENT TO FY 90 ANNUAL GROWTH POLICY ON LOCAL AREA REVIEW**

Last June, the Council asked the Planning Board to prepare an amendment to the FY 90 AGP which would alter local area review requirements in the Potomac Policy Area. The Council specifically asked that development in areas which contribute traffic to the intersections of Democracy Boulevard and Seven Locks Road and Tuckerman Lane and Seven Locks Road also be subject to local area review because roadways in these areas are more than two lanes and are not really subject to the Potomac Master Plan's two-lane roadway

policy. Prior to this AGP amendment, only areas which contributed traffic to the intersection of Montrose Road and Seven Locks Road were subject to local area review.

On July 7, 1989, the Planning Board transmitted such an amendment to the County Executive, who transmitted the amendment to the Council on July 28, 1989. After a public hearing and discussion on September 12, 1989, the Council adopted an amendment which added a local area review requirement for development contributing traffic to six more intersections as follows:

- o Democracy Boulevard at Seven Locks Road;
- o Tuckerman Lane at Seven Locks Road;
- o Democracy Boulevard at Westlake Drive;
- o Westlake Drive at Westlake Terrace;
- o Westlake Drive at Tuckerman Lane; and
- o Bradley Boulevard at Seven Locks Road.

#### **4. MASTER PLAN AMENDMENT -- GAITHERSBURG VICINITY MASTER PLAN**

The Council also asked that the Planning Board initiate an amendment to the Gaithersburg Vicinity Master Plan that would eliminate certain staging ceiling limitations, including those applicable to the Life Sciences Center. The 1985 Gaithersburg Vicinity Master Plan contained certain staging provisions which were keyed to the capital programming of a set of specific transportation improvements.

On August 18, 1989, the Planning Board transmitted to the Executive and the Council the requested amendment. On September 11, 1989, the Council enacted an amendment to the Master Plan which removes the Stage III development constraints for Staging Districts A (the Corporate District), C (the Bio-Technology District), D (the University District), and F (the Residential District). This amendment was necessary to provide the Shady Grove Life Sciences Center with the transportation capacity necessary to allow development to proceed. This change is consistent with the preliminary draft of the Gaithersburg Vicinity Master Plan Amendment for the Shady Grove Study Area, which recommends that the staging provision of the 1985 Plan be removed and that the Annual Growth Policy be used to determine near-term staging.

#### **5. MASTER PLANS -- SPECIAL CEILING ALLOCATIONS FOR AFFORDABLE HOUSING**

During last June's worksession on the FY 90 AGP, Councilmember Adams raised the issue of the possible effect of master plan limitations on the use of the special ceiling allocation for affordable housing. The issue was raised with specific concern for the staging limitations on residential projects in the Bethesda CBD Sector Plan. The

Bethesda CBD policy area now has only 798 housing units of remaining transportation staging ceiling capacity under the AGP. Unlike most other policy areas, when this ceiling is used up, the Planning Board will be unable to approve any additional housing units under the AGP's special ceiling allocation for affordable housing due to sector plan constraints. In addition to the Bethesda Sector Plan, the Friendship Heights Sector Plan and the Gaithersburg Vicinity Master Plan include residential staging limitations. Currently, the FY 90 AGP states:

The administration of the Adequate Public Facilities Ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than AGP guidelines, the guidelines in the adopted master plan or sector plans shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Bethesda Sector Plan, the Friendship Heights Sector Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, the Nicholson Lane Sector Plan and the Shady Grove West portion of the Gaithersburg Vicinity Master Plan.

Council staff recommended that this AGP language not be amended to deal with this problem since the AGP cannot alter the provisions of an approved master or sector plan. Council staff recommended that generic legislation be adopted which would amend Chapter 33A, Planning Procedures, of the Montgomery County Code. [A copy of Chapter 33A can be found in Appendix 3 of this report.]

[The proposed amendment would add a Section 33A-16 to Chapter 33A which would establish the relationship between the Annual Growth Policy and Master and Sector Plans. The draft amendment reads as follows:]

[33A-16 Relationship of Annual Growth Policy to Master and Sector Plans.]

- [a. Notwithstanding any other law, use of the Annual Growth Policy or a master or sector plan by a regulatory agency when considering a development approval must be consistent with this section.]
- [b. Except as provided under subsection (c), the provisions of the applicable master or sector plan must be applied by the regulatory agency to the extent that development staging or other limitations in the plan are more restrictive than provided in the Annual Growth

Policy. Otherwise, applicable development staging standards, requirements, and limitations in the Annual Growth Policy must be used.]

- [c. A regulatory approval using standards applicable to a special ceiling allocation for affordable housing authorized under the Annual Growth Policy is permissible notwithstanding staging limitations for residential projects in the applicable master or sector plan.]

The Council's Planning, Housing, and Economic Development Committee (PHED) discussed this matter on November 6, 1989. The PHED Committee decided that they preferred the master plan amendment approach to the legislative approach. Based on the PHED Committee's recommendation, the full Council requested the Planning Board to initiate an amendment to the three plans which have residential staging limitations. These amendments would allow affordable housing authorized under the Annual Growth Policy, notwithstanding staging limitations in the master/sector plan.

## **6. PRIORITIZATION OF HIGHWAY AND TRANSIT PROJECTS**

The Council directed the Planning Board and the Executive to review with the Council the County's CIP and State CTP program for the priority of highway and transit projects relative to the General Plan, master plans, and growth policy priorities. The Planning Board has responded to this request with three items in the work program.

### **A. Relative Timing of State Roads -- Clopper Road (MD 117) and Ridge Road (MD 27)**

On July 25, 1989, the Planning Board transmitted to the County Council and the State Delegation a revised Recommended Priority List for Initiation of Project Planning Studies by the State Highway Administration. This list placed at the top the Clopper Road (MD 117) project between Quince Orchard Road (MD 124) in Gaithersburg and Clarksburg Road (MD 121) in Boyds. It recommends that project planning starts should begin in July 1990. Second on the priority list is Ridge Road (MD 27) from the Germantown Drive Interchange with I-270 to north of Damascus.

The Council, in working through the Germantown Master Plan Comprehensive Amendment, realized that there is a short-term shortage of future transportation capacity to support the development of the Town Center in Germantown, a corridor city. In August, this item was reviewed by the Council and Executive and they jointly recommended to the State Delegation that Clopper Road be given first priority, while continuing to acknowledge the importance of Ridge Road improvements.

Table III-1

NET REMAINING CAPACITY UNDER TRANSPORTATION STAGING CEILINGS, 1982-1989  
HOUSING

POLICY AREA	COMPREHENSIVE PLANNING POLICIES						ANNUAL GROWTH POLICY		
	Count 50%			Count 80%	Count 100%	Count 100%	Count 100%		
	First			First	First	First	First		
	6 Years <sup>8</sup>			6 Years <sup>9</sup>	6 Years <sup>10</sup>	4 Years <sup>11</sup>	4 Years <sup>11</sup>		
	1982	1983	1984	1985	1986	1986A	FY 88	FY 89	FY 90
ASPEN HILL <sup>1</sup>	NA	NA	NA	NA	NA	NA	NA	NA	(4,118)
BETHESDA CBD <sup>2</sup>	NA	NA	NA	NA	NA	NA	NA	1,013	798
BETHESDA/CHEVY CHASE <sup>2</sup>	2,072	2,313	3,249	3,112	3,354	3,198	2,764	3,497	2,185
CLOVERLY	(1,157)	(1,860)	(1,928)	(1,992)	(1,794)	(1,804)	(1,480)	(1,168)	(2,048)
DAMASCUS <sup>3</sup>	NA	NA	NA	NA	(2,120)	(1,620)	(1,274)	(664)	(666)
FAIRLAND/WHITE OAK <sup>4</sup>	1,351	(992)	(295)	(2,133)	(1,571)	(2,573)	(1,308)	(3,668)	(3,113)
GAITHERSBURG EAST <sup>5</sup>	2,764	74	2,811	(1,354)	1,455	2,452	3,215	2,013	1,832
GAITHERSBURG WEST <sup>5</sup>	NA	NA	NA	NA	2,174	286	2,846	1,576	(723)
GERMANTOWN EAST	(1,677)	(1,695)	(1,718)	(1,817)	(2,227)	(2,227)	(1,573)	130	1,388
GERMANTOWN WEST	(6,947)	(11,031)	(11,651)	(5,580)	(2,736)	(9,736)	(1,860)	543	0
KENSINGTON/WHEATON <sup>1</sup>	5,174	3,415	3,946	2,015	845	836	721	1,982	2,382
NORTH BETHESDA	2,037	3,235	3,199	3,103	1,003	503	(270)	(173)	(392)
OLNEY	2,587	1,970	2,387	1,019	924	724	273	417	322
POTOMAC	2,621	2,396	2,324	1,931	NA	NA	1,259	2,109	2,060
ROCKVILLE <sup>6</sup>	NA	NA	NA	NA	NA	NA	NA	1,486	1,467
SILVER SPRING CBD <sup>7</sup>	NA	NA	NA	NA	NA	NA	3,000	3,348	1,684
SILVER SPRING/TAKOMA PARK <sup>7</sup>	7,199	6,985	3,040	2,916	2,848	1,836	617	578	502

- <sup>1</sup> The Kensington/Wheaton/Aspen Hill policy area was separated into the Aspen Hill and Kensington/Wheaton policy areas for the first time in the FY 90 AGP.
- <sup>2</sup> The Bethesda/Chevy Chase policy area was separated into the Bethesda CBD and Bethesda/Chevy Chase policy areas for the first time in the FY 89 AGP.
- <sup>3</sup> Damascus was created as a new policy area in 1986.
- <sup>4</sup> In FY 88, ceilings in Fairland/White Oak were based on roadway LOS  $\bar{D}$ , in FY 89 this was changed to  $\bar{C}/\bar{D}$ .
- <sup>5</sup> The Gaithersburg policy area was separated into the Gaithersburg East and West policy areas for the first time in 1986.
- <sup>6</sup> The Rockville policy area was assigned a staging ceiling for the first time in the FY 89 AGP.
- <sup>7</sup> The Silver Spring/Takoma Park policy area was separated into the Silver Spring CBD and Silver Spring/ Takoma Park policy areas for the first time in the FY 88 AGP.
- <sup>8</sup> Programmed facility definition required that at least 50% of expenditures for construction are scheduled within 6 years.
- <sup>9</sup> Programmed facility definition tightened to require that at least 80% of expenditures for construction are scheduled within 6 years.
- <sup>10</sup> Programmed facility definition changed to require that at least 100% of expenditures for construction are scheduled within 6 years.
- <sup>11</sup> Programmed facility definition further tightened to require that at least 100% of expenditures for construction are scheduled within 4 years.

NOTE: NA means staging ceiling not adopted for that year.

Source: Montgomery County Planning Department, Research Division, October 1989.

Table III-2

**NET REMAINING CAPACITY UNDER TRANSPORTATION STAGING CEILINGS, 1982-1989  
JOBS**

POLICY AREA	COMPREHENSIVE PLANNING POLICIES						ANNUAL GROWTH POLICY		
	Count 50%		Count 80%		Count 100%	Count 100%	Count 100%		
	First 6 Years <sup>8</sup>	First 6 Years <sup>8</sup>	First 6 Years <sup>9</sup>	First 6 Years <sup>9</sup>	First 6 Years <sup>10</sup>	First 4 Years <sup>11</sup>	First 4 Years <sup>11</sup>	First 4 Years <sup>11</sup>	First 4 Years <sup>11</sup>
	1982	1983	1984	1985	1986	1986A	FY 88	FY 89	FY 90
ASPEN HILL <sup>1</sup>	NA	NA	NA	NA	NA	NA	NA	NA	272
BETHESDA CBD <sup>2</sup>	NA	NA	NA	NA	NA	NA	NA	303	175
BETHESDA/CHEVY CHASE <sup>2</sup>	10,006	6,305	7,314	6,383	583	468	1,756	10,312	10,122
CLOVERLY	489	480	437	437	218	218	500	307	(93)
DAMASCUS <sup>3</sup>	NA	NA	NA	NA	(1,845)	(1,845)	608	665	352
FAIRLAND/WHITE OAK <sup>4</sup>	6,203	2,874	3,161	2,279	(241)	(241)	(4,171)	(9,496)	(9,959)
GAITHERSBURG EAST <sup>5</sup>	14,671	13,245	21,133	22,886	8,488	6,238	(1,642)	(4,638)	(4,857)
GAITHERSBURG WEST <sup>5</sup>	NA	NA	NA	NA	12,673	5,193	3,605	4,713	3,312
GERMANTOWN EAST	629	608	1,571	1,308	(264)	(267)	(1,221)	2,989	562
GERMANTOWN WEST	(4,430)	(5,850)	(5,857)	(2,404)	(2,237)	(6,737)	425	2,015	302
KENSINGTON/WHEATON <sup>1</sup>	4,884	4,771	5,753	5,496	3,554	3,477	8,169	6,214	6,210
NORTH BETHESDA	6,924	6,483	6,465	296	(2,230)	(2,730)	(1,277)	(431)	(3,435)
OLNEY	614	501	2,726	2,711	612	607	458	17	153
POTOMAC	0	0	0	0	NA	NA	2,467	2,768	2,768
ROCKVILLE <sup>6</sup>	NA	NA	NA	NA	NA	NA	NA	1,635	1,507
SILVER SPRING CBD <sup>7</sup>	NA	NA	NA	NA	NA	NA	10,750	10,750	457
SILVER SPRING/TAKOMA PARK <sup>7</sup>	15,336	14,365	11,042	10,446	421	2,421	500	356	5

- 1 The Kensington/Wheaton/Aspen Hill policy area was separated into the Aspen Hill and Kensington/Wheaton policy areas for the first time in the FY 90 AGP.
- 2 The Bethesda/Chevy Chase policy area was separated into the Bethesda CBD and Bethesda/Chevy Chase policy areas for the first time in the FY 89 AGP.
- 3 Damascus was created as a new policy area in 1986.
- 4 In FY 88, ceilings in Fairland/White Oak were based on roadway LOS D, in FY 89 this was changed to C/D.
- 5 The Gaithersburg policy area was separated into the Gaithersburg East and West policy areas for the first time in 1986.
- 6 The Rockville policy area was assigned a staging ceiling for the first time in the FY 89 AGP.
- 7 The Silver Spring/Takoma Park policy area was separated into the Silver Spring CBD and Silver Spring/ Takoma Park policy areas for the first time in the FY 88 AGP.
- 8 Programmed facility definition required that at least 50% of expenditures for construction are scheduled within 6 years.
- 9 Programmed facility definition tightened to require that at least 80% of expenditures for construction are scheduled within 6 years.
- 10 Programmed facility definition changed to require that at least 100% of expenditures for construction are scheduled within 6 years.
- 11 Programmed facility definition further tightened to require that at least 100% of expenditures for construction are scheduled within 4 years.

NOTE: NA means staging ceiling not adopted for that year.

Source: Montgomery County Planning Department, Research Division, October 1989.

The State Delegation's Transportation Committee concurred with this recommendation and the full Delegation voted on this item on November 9, 1989. The State Delegation decided to give MD 117 first priority for the initiation of project planning studies.

B. Analyze Transportation Alternatives for the Town Center in Germantown

Planning Department staff is looking at specific transportation improvements in the Germantown area which would allow for the near-term development of the Germantown Town Center. Specific projects which staff is analyzing include accelerating the programming of the remaining lanes of Great Seneca Highway, accelerating improvements to portions of Clopper Road (MD 117), and transit improvements. The Council requested that staff report to them on this issue by December 13, 1989.

C. Review the FY 91-96 CIP with Respect to What Projects Should Receive Priority

The Planning Board will carefully review the FY 91-96 CIP to evaluate the Executive's recommended relative timing of transportation projects. The Board will discuss this in January 1990 and present its recommendations to the Council during the CIP worksessions.

To help the Executive and Council prepare for such discussions, Planning Department staff has developed Tables III-1 and III-2. They show historical time series of the net remaining capacity for housing and job subdivision approvals in accord with the staging ceilings that were adopted by the Council at the beginning of each fiscal year. These tables also give the corresponding "thresholds" which were approved by the Planning Board as part of the Annual Comprehensive Planning Policies reports between 1982 and 1986. Portions of these tables have been highlighted to show which policy areas had negative net remaining staging ceilings at each point in time. These tables show which areas have been in subdivision moratorium for what length of time and in which areas transportation improvements have provided sufficient staging ceiling increases to remove the deficit situation. The top of the table shows the basic criteria in effect that year with regard to counting different transportation projects as programmed facilities. The Planning Board believes that this information should be an important factor in assessing the priorities of future investments in highway and transit projects.

The Planning Board is particularly concerned about the subdivision moratoriums in Eastern Montgomery County and Aspen Hill and would like to encourage the County and the State to proceed with the Intercounty Connector as soon as possible. The Board believes that the construction of the

entire length of the Intercounty Connector is the most important project (once the I-270 and I-495 projects are completed). The full usefulness of this new road will only be realized with the construction of the entire project. The Intercounty Connector, when 100 percent funded, would provide transportation staging ceiling capacity in Aspen Hill, Cloverly, Fairland/White Oak, Gaithersburg East, and Olney.

#### D. Executive's Recommended FY 91-96 CIP

By January 1 each year the County Executive recommends a six-year Capital Improvements Program (CIP) at the same time that he recommends an Annual Growth Policy which is dependent on the CIP financial decisions. Knowing the impact that his financial decisions will have on the staging ceilings in every policy area of the County, he recommends his highway and transit priorities to the Council through the recommended CIP.

In reviewing the draft AGP prepared by the Planning Board, the Executive did not always agree with the staging ceiling priorities established by the Board. A discussion of the differences and the effect of the Executive Recommended CIP on AGP staging ceilings is given in Chapter IV.

### **7. CONTINUED COMPREHENSIVE REVIEW OF THE FISCAL IMPACTS OF GROWTH**

During the past year, the Planning Department has made two major accomplishments in reviewing the fiscal impacts of growth.

#### A. Development of the FISCAL Model for the CGPS Study

First, staff developed the FISCAL model to evaluate the fiscal implications of alternative development scenarios as part of the Comprehensive Growth Policy Study (CGPS). The results of the CGPS were presented to the County Council in September. The basic conclusion of the fiscal study is that the County can probably afford to pay for long-term growth. The largest differences in projected fiscal outcomes are caused by modifying assumptions concerning external factors such as intergovernmental revenues and real income growth. Compared to the effect of these two assumptions on the fiscal impact, the effect of the different scenarios is minimal. A more detailed discussion of this analysis can be found in Volumes II and IV of the CGPS report.

#### B. Update of the REDI Model

Second, the Planning Department updated the Residential and Employment Development Impact Model (REDI) to

incorporate FY 88 budget data and the results of the 1987 Census Update Survey. The updated version of REDI has also increased the number of geographic areas which can be analyzed from 10 to 15 and increased the number of employment types from 4 to 6. The REDI model estimates the revenues and expenditures of employment facilities by type and location and of the households associated with that employment. The Office of Economic Development has used the model to evaluate specific development projects and the Office of Planning Policies has used it in their master plan work. The Planning Department is in the process of comprehensively documenting the model to make it easier to use by others.

## **8 IDENTIFICATION OF MEASURES TO PROVIDE MORE ADEQUATE HOUSING CAPACITY UNDER STAGING CEILINGS**

### **A. Background**

Over the past several years, the County Council has become more and more concerned about affordable housing and employee shortages. As Montgomery County's unemployment rate declined from 2.7 percent in July 1988 to 2.5 percent in July 1989, the labor shortage has become more pronounced. According to the Maryland Department of Economic and Employment Development, Montgomery County has the lowest unemployment rate in the state. A recent report, "Effect of Future Growth on Labor and Housing," published by COG in July 1989, forecast that the area's labor market will be characterized by a continued labor shortage in the future.

Compounding this problem, is the rising price of housing in the area. The median price of a single-family house in Montgomery County jumped nearly 17 percent to \$145,000 between 1987 and 1988. The median price of a new, single-family detached house increased over 28 percent to \$232,000 for that same period. These price increases, significantly greater than the 4.1 percent increase in the Consumer Price Index for this period, make it very difficult for people commuting to jobs in Montgomery County to move closer to their place of employment.

A recent survey by the Office of Landlord and Tenant Affairs showed that the rental housing market is also expensive and tight. According to this survey, percentage increases in rental rates are above increases recorded the previous year for efficiency and one-bedroom apartments. Between 1988 and 1989, rental rates for these unit types increased by 4.9 percent and 6.4 percent, respectively. In addition, the rental vacancy rate declined slightly Countywide between April 1988 and April 1989, from 4.3 percent to 3.9 percent.

Montgomery County's housing development pipeline consists of about 30,500 units as of September 28, 1989. The Planning Department estimates that, Countywide, most of the current residential pipeline will be built out by 1993. Several policy areas which are forecasted to build out their current pipeline by 1991 include the Bethesda CBD, Cloverly, Damascus, Kensington-Wheaton, and North Bethesda, provided there is not a recession.

In contrast to this tight housing market, the Washington, D.C., Metropolitan Area has an oversupply of office space. With vacancy rates of 15 percent in Montgomery County, we have enough space to accommodate absorption over the next several years. Vacancy rates range from a low of 11 percent in the Bethesda CBD to a high of 28 percent in the Silver Spring CBD. In addition to this space, Montgomery County's current pipeline for employment consists of about 104,800 jobs, sufficient capacity to accommodate Countywide about another six years of at-place employment growth. For more information on these trends, please refer to the Planning Department's 1989 Trends and Forecasts Report.

In response to these concerns and Council's request, the Planning Board has identified a number of measures which could provide more adequate housing capacity under the AGP's transportation staging ceilings. Some of these measures could also affect job staging ceilings. A discussion of these measures follows. They are not listed in any particular order.

**B. Allocate a Greater Proportion of New Transportation Staging Ceiling Capacity to Housing than to Jobs.**

The Planning Board has already tried to accomplish this with its FY 91 anticipated staging ceilings, where other considerations do not outweigh the Council's interest in finding more adequate housing capacity under the staging ceilings. In allocating new ceiling capacity, the Board recommends increasing the housing staging ceilings by 8,000 housing units, while only increasing the jobs staging ceilings by 4,000 jobs. In three of the five policy areas gaining new transportation staging ceilings, large negative net remaining capacities for jobs caused the Board to allocate at least part of the new capacity to relieving the traffic congestion and the jobs subdivision moratorium.

The County Executive supports the Board's allocation in favor of housing, but because of CIP fiscal constraints, recommends an increase of 7,500 housing units to the staging ceilings this year. In addition, there will likely be decreases in the staging ceiling capacity compared to the FY-90 ceilings in the Germantown West area because of CIP recommendations to delay the MD 118 road project. A

complete discussion of the Executive's recommended ceilings is presented in Chapter IV. The Planning Board's alternative recommended ceilings are given in Appendix E.

[Under the high ceiling scenario, the Planning Board increased the transportation staging ceilings by an additional 13,250 housing units and 10,000 jobs over the anticipated level. In Germantown East, zoning ceiling constraints on the housing side, and the desire to have a better balance between employment opportunities and housing, prevented any further allocation of transportation capacity to the housing ceiling. In Germantown West, concern for the development of the Germantown Town Center, a corridor city, caused the Board to allocate ceiling capacity to help reduce the jobs subdivision moratorium. Even with these constraints, the combined allocation for new housing capacity in the Germantown policy areas was 6,500 units for the high scenario. A further discussion of the Planning Board's recommended ceilings is presented in the next chapter.]

C. Increase the Policy Area Limit on the Special Ceiling Allocation for Affordable Housing. [Borrow Capacity For Special Ceiling Allocation For Affordable Housing From the Previous Year or Following Year.]

Last year in the FY 90 AGP, the Council eliminated the Countywide limit of 1,000 units which are eligible for special ceiling allocation for affordable housing. Currently, the FY 90 AGP has a policy area limit of 125 units for projects owned or controlled by the Housing Opportunities Commission (HOC) and 250 units for privately owned affordable housing developments. While this limit has not presented a problem to date, HOC anticipates that it will be a problem during FY 90. In addition, Councilmember Hanna's proposal for productivity housing also may result in the need to raise this cap.

Since the Council's adoption of the special ceiling allocation for affordable housing in the AGP, the Planning Board has approved seven projects, for a total of 639 housing units, which have qualified under this AGP provision. Only 225 units, or 35 percent of the total, are the lower cost, below-market rate units. Of the 639 total units, 566 units were approved in FY 89 and 73 have been approved thus far in FY 90. The largest project was 218 units and the smallest was 23. A listing of these projects is presented below.

**Affordable Housing Projects Approved Under the AGP  
Special Ceiling Allocation for Affordable Housing**

<u>Project Name</u>	<u>Total Number of Units</u>	<u>Below- Market Rate Units</u>	<u>Policy Area</u>	<u>Approval Date</u>
Campus Apartments	218	44	Germantown East	6/88
Burnt Mill Crossing	96	96	Fairland/White Oak	8/88
Timberlawn Crescent	23	23	North Bethesda	6/89
Magruder Village	159	32	Damascus	6/89
NV Land, Parcel CA	70	14	Germantown West	6/89
Rebold Property	31	7	Fairland/White Oak	7/89
Bond Property	42	9	Fairland/White Oak	9/89
<b>Total</b>	<b>639</b>	<b>225</b>		

Source: Montgomery County Planning Department, Research Division, November 1989.

In addition to the above, HOC has certified three other affordable housing projects, two in Germantown West and one in Damascus, as shown below. Of the 286 certified units, 58 units, or 20 percent, are the lower cost, assisted units.

<u>Project Name</u>	<u>Total Number of Units</u>	<u>Below- Market Rate Units</u>	<u>Policy Area</u>
NV Land, Parcel AC & AF	136	28	Germantown West
NV Land	130	26	Germantown West
Woodfield Ltd. Partnership	20	4	Damascus
<b>Total</b>	<b>286</b>	<b>58</b>	

Source: Montgomery County Planning Department, Research Division, November 1989.

HOC is now reviewing one other application for certification. This project is in Cloverly and would consist of about 70 units. HOC expects to receive two additional applications for certification in the near future.

Because of the FY 90 cap on the special ceiling for affordable housing of 250 privately owned units, the Planning Board will be unable to approve in FY 90 all of the 266 units certified in Germantown West. The Planning Board recommends that rather than increasing the policy area cap, the Council authorize the Planning Board to borrow capacity for the special ceiling allocation for affordable housing

from the previous year or the following year. This could be accomplished in one of two ways: (1) the Board could count the units against unused capacity from the previous year's special ceiling allocation; or (2) the Board could count them against the following year's cap. One benefit of counting them against the previous year's cap is that we know that the Council had already authorized them in that year's AGP. The problem with counting them against the future allocation is that Council's action on the special ceiling allocation for affordable housing in the future is unknown.

In 1988, when the Council amended the Annual Growth Policy to provide this special ceiling allocation for affordable housing, HOC had proposed a similar type of approach. They recommended to the Council that a developer could borrow from an allocation in a subsequent year, if the number of units certified exceeded the number of units in the allocation. They suggested that the number of units approved in excess of the cap would be deducted from the capacity available in the following year. If capacity is borrowed from the following year, the remaining balance in that subsequent year would be all that would be available.

The County Executive supports the approval of more affordable housing in the County and recommends a more direct approach than that proposed by the Planning Board. He recommends that the Council increase the special ceiling allocation from 250 to 300 privately owned units in each policy area. This change would allow a modest, but important, increase in assisted units in each policy area. For example, if 20 percent of the housing units meet the affordability guidelines, the number of units available to low and moderate-income households could increase from 50 to 60 per year in an area. The Executive believes that borrowing capacity from the past year or the future year, as the Board has recommended, would be awkward to administer. Also, it does not convey clearly to the public the County's intention to approve additional affordable units.

In addition to these below-market rate units approved under the special ceiling allocation for affordable housing, the Planning Board approved Moderately Priced Dwelling Units (MPDU's) in subdivisions with more than 50 housing units. Between January 1, 1988, and October 1989, the Planning Board approved a total of 1,443 below-market rate units, of which 1,218 were MPDU units and 225 units were approved under the affordable housing provision of the AGP. Countywide, the number of MPDU's approved during this period represents about 10.7 percent of the total number of units approved. Table III-3 shows the distribution of these units by policy area.

Table III-3

Affordable Housing Approved  
by the Montgomery County Planning Board  
January 1, 1988-October 19, 1988

Number of Below-Market Rate Units

<u>Policy Area</u>	AGP Affordable Housing Provision		MPDU's	Total (A+B)	% of Total
	(A)	(B)			
Aspen Hill	0	178		178	12.3%
Bethesda CBD	0	39		39	2.7%
Bethesda/Chevy Chase	0	7		7	0.5%
Cloverly	0	0		0	0.0%
Damascus	32	0		32	2.2%
Fairland/White Oak	112	0		112	7.8%
Gaithersburg East	0	11		11	0.8%
Gaithersburg West	0	404		404	28.0%
Germantown East	44	15		59	4.1%
Germantown West	14	120		134	9.3%
Kensington/Wheaton	0	12		12	0.8%
North Bethesda	23	43		66	4.6%
Olney	0	66		66	4.6%
Potomac	0	25		25	1.7%
Rockville	0	0		0	0.0%
Silver Spring CBD	0	298		298	20.7%
Silver Spring/Takoma Park	0	0		0	0.0%
Total	225	1,218		1,443	100.0%

Source: Montgomery County Planning Department, Research Division,  
November 1989.

D. Consider Better Counting Capacity from Possible Future Transit and HOV Improvements.

(1) Consider Counting Transportation Capacity from Anticipated Service Improvements in MARC and/or from the Possible Designation of HOV Lanes on I-270 in Calculating Staging Ceilings. Planning staff will be making an effort to analyze the effect on the ceilings if this additional possible transportation capacity were to be counted. Recent work on the Comprehensive Growth Policy Study has enabled the EMME/2-based travel model to be more sensitive to such additions of transportation capacity. However, whether such analysis procedures can be adopted to the AGP analytic framework remains to be seen.

E. Consider Changing Average Level of Service Standards (LOS) to Allow More Congestion in Selected Policy Areas or Countywide.

The County Executive does not favor changes in the level of service standards this year. He does recommend, however, that there be additional staff analysis to identify new approaches to measuring average level of service. In addition, staff needs to identify the impact that different approaches would have on providing more adequate housing capacity.

(1) Change the Average Level of Service Standard. The Council could make a policy decision that the need to provide ceiling capacity for more housing in the County outweighs the need to provide for less congested roads. Currently, the County has six groups of average Level of Service which are based upon the degree of public transportation service available to them. These groups are related to the average roadway congestion experienced in those areas. By lowering the average Level of Service standard, the Council would be stating that more congestion is acceptable, given the greater policy concern to provide more capacity for more housing.

(2) Consider Increasing the Number of Groups of Average Level of Service. Because the County now only has six Level of Service groupings, any change in the standard involves large changes in the amount of transportation development capacity available. If the standard is lowered, large changes in ceilings would occur and additional development capacity for both jobs and housing would become available. The change in the Fairland/White Oak Level of Service standard in FY 89 from Group IV to Group III is an example of what happens when the standard is changed. This change in the standard resulted in a ceiling drop of more than 5,000 housing units and more than 5,000 jobs. It may be possible to increase the number of groups from six to perhaps ten so that the AGP would be more sensitive to the

availability of transit and so that any change in service would not involve such significant changes in transportation development capacity.

(3) Consider using a Level of Service Standard that accounts explicitly for Transit and HOV lanes, as well as for Roads. Such a Transportation Level of Service would account for the level of service experienced by all travelers across all modes. At this time, there is no readily agreed upon standard methodology for computing transit level of service. Assuming that one method was agreed upon, then the level of service for a policy area could be computed by weighting the individual transit, single-occupant auto, and HOV levels of service by their respective modal shares. These weighted transportation LOSs could be used to compute an areawide LOS, or perhaps even a Countywide transportation LOS by averaging the weighted LOS from each of the individual policy areas.

#### F. Other Possible Major Changes

The Planning Board has identified several other possible changes which could provide additional ceiling capacity for housing. Additional measures may be identified in the future as the County proceeds with discussions of this issue and Council President Hanna's productivity housing proposal. All three of the measures listed below would involve major structural changes to the County's current growth policy process. While these measures may be difficult to implement and administer, the Board believes they may be useful to consider in the future.

(1) Consider Setting Transportation Staging Ceilings Using Peak-Hour Trips Rather than Jobs and Households.

(2) Consider periodically reevaluating, and possibly adjusting, ceilings based on how staging ceiling capacity has been used by specific housing and job types after they have been added to the development pipeline. For example, multi-family housing near Metrorail stations may use less staging ceiling capacity than single-family housing.

(3) Consider Moving Away from a First-Come, First-Served System for Giving Out Scarce Development Capacity to One Which Gives Out Capacity on the Basis of which Projects Have the Fewest Peak-Hour Vehicle Trips Per Unit of Development.

#### 9. REQUIRED TRAFFIC MITIGATION GOALS FOR "LOOPHOLE" PROPERTIES IN POLICY AREAS UNDER SUBDIVISION MORATORIA

The loophole legislation (Emergency Bill 25-89, adopted in July 1989) requires that pre-1982 nonresidential

Table III-4

OFFICEProposed Base Parking Requirements for Office Development  
in Different Areas of County

Location of Building in County	Proximity to Metro	Base Requirement (spaces/ 1000 GSF)	Observed & Projected Modal Shares			
			Driver	Passenger	Transit	Walk
Northern Area	> 1600'	3.0	83%	15%	1%	1%*
North Central Area	< 800'	2.6	71	13	15	1
	800'-1600'	2.7	75	14	10	1
	> 1600'	2.9	79	15	5	1
South Central Area	< 800'	2.3	63	11	25	1
	800'-1600'	2.4	66	13	20	1
	> 1600'	2.7	75	14	10	1
Southern Area	< 800'	1.9	51	8	35	6
	800'-1600'	2.1	59	10	25	6*
	> 1600'	2.4	67	12	15	6*

\*Average observed values for offices in existing suburban locations with little or no transit or ridesharing (Source: JHK Field Surveys).

\*\*Approx. policy values for offices in future CBD's with Metrorail and feeder bus service (Sources: Bethesda CBD Reanalysis, Silver Spring Sector Plan).

\*\*\*Approx. observed values for offices in suburban CBDs (Sources: JHK Field Surveys, 1978 Metro Before/After Study).

Table III-5

Traffic Mitigation Goals for Loophole Closure Properties

<u>LOCATION OF PROPERTY</u>	<u>PROXIMITY TO METRO STATION</u>	<u>NON-DRIVER COMMUTING GOAL</u>
<u>Cloverly</u> <u>Damascus</u> <u>Germantown East &amp; West</u> <u>Olney</u>	<u>&gt;1600'</u>	<u>17%</u>
<u>Aspen Hill</u> <u>Fairland/White Oak</u> <u>Gaithersburg East &amp; West</u> [ <u>Potomac</u> ]* <u>Rockville</u>	<u>&lt; 800'</u> <u>800'-1600'</u> <u>&gt;1600'</u>	<u>29%</u> <u>25%</u> <u>21%</u>
<u>Kensington/Wheaton</u> <u>North Bethesda</u>	<u>&lt; 800'</u> <u>800'-1600'</u> <u>&gt;1600'</u>	<u>37%</u> <u>34%</u> <u>25%</u>
<u>Bethesda/Chevy Chase</u> <u>Silver Spring/Takoma Park</u>	<u>&lt; 800'</u> <u>800'-1600'</u> <u>&gt;1600'</u>	<u>49%</u> <u>41%</u> <u>33%</u>
[ <u>Bethesda CBD</u> ]* <u>Silver Spring CBD</u>	<u>&lt; 800'</u> <u>800'-1600'</u> <u>&gt;1600'</u>	<u>55%</u> <u>50%</u> <u>45%</u>

Source: Montgomery County Planning Department  
Transportation Planning Division

\*Deleted by County Executive. See text for rationale.

properties located in policy areas that are subject to subdivision moratoria be subject to traffic mitigation agreements in addition to the other requirements of Bill 25-89.

The loophole legislation stated that, until specific traffic mitigation goals are adopted by the Council, traffic mitigation measures should seek to achieve the goal of having the percentage of peak-hour nondriver trips equal the percentage of home-based nondriver work trips as determined from the 1987 census update. The goal was to be not lower than 15 percent nor higher than 35 percent. This was always considered an interim standard until more research was completed.

The Planning Board submitted an amendment to the FY 90 AGP which recommends traffic mitigation goals. In his transmittal of the amendment to Council, the County Executive recommended that the amendment be considered during discussion of the FY 91 AGP.

The traffic mitigation goals proposed by the Planning Board are based on a 1981-82 parking survey done for M-NCPPC that identified modal shares by area of the County. Table III-4 was prepared by the Planning staff based on the results of the parking survey. In 1983-84, the Planning Board used this information as the basis for recommending minimum parking requirements for office uses which were adopted in the Zoning Ordinance. The parking space requirements in Table III-4 were based on the percent driver modal share in the next column.

What the Planning Board is proposing now for trip mitigation goals, shown in Table III-5 as a nondriver commuting goal, is the obverse of the percentages of driver share from Table III-4, except for the Silver Spring CBD.

The traffic mitigation goals for the Silver Spring CBD were set to be consistent with the goals set for the Traffic Mitigation District as defined in the Silver Spring CBD Sector Plan (June 1989). These goals call for future development to achieve TMD goals of 30% transit, 5% walk/bike/other modal shares, and an average auto occupancy rate of 1.30. These values translate to a nondriver market share of 50%.

The County Executive recommends that the Potomac and Bethesda CBD policy areas not be included in the list of area trip mitigation goals because they are not subject to subdivision moratorium under the regulations of the Annual Growth Policy. Development in the Potomac policy area is controlled through zoning/water/sewer constraints, while in the Bethesda CBD, development is controlled through cordon capacities in the CBD Sector Plan.

The County Executive supports these new goals in Table III-5 as realistically attainable for loophole properties in policy areas in subdivision moratorium and recommends that they be adopted by Council in the FY 91 AGP after public review and comment.

For each policy area, Table III-6 compares the percent of home-based transit trips and the percent of home-based nondriver work trips from the 1987 Census Update Survey with the trip mitigation goal, which is the percent of destination-based nondriver work trips. Another set of comparative data should be prepared by Planning staff for the Council. This would be the percent of destination-based nondriver work trips from manipulation of the 1987 Census Update Survey. Because of the limitation of the source data, this would take into account only those commuters who live and work in the County.

The Executive also recommends that a new section I.A.(3) be added to the Annual Growth Policy Resolution that explains the way traffic mitigation goals are to be used in evaluating building permits for loophole properties.

#### **10. TIMING OF RECOGNITION OF ADDITIONAL TRANSIT CAPACITY**

The County Executive supports the Council's decision to treat the timing of the counting of additional capacity from the Georgetown Branch Trolley Project differently from other transportation facilities. He recommends that the counting of additional capacity be delayed until the system is constructed and operated, or at least until there is a reasonable certainty as to its exact date of operation and amount of actual ridership. Accordingly, the County Executive recommends the following language be added in Section IA(1)(a) of the Annual Growth Policy resolution:

Because of the unique nature of the Georgetown Branch Trolley Project in comparison with other transportation systems which are normally used in calculating development capacity, it is prudent to approach the counting of additional capacity from the system in a conservative way, particularly with respect to the timing of the capacity and the amount of the capacity recognized. Therefore, the counting of additional capacity from the Georgetown Branch Trolley Project will not occur until the actual system is constructed and operated, or at least until there is reasonable certainty as to its exact date of operation and amount of actual ridership.

Table III-6

## Comparison of Origin Based Transit and Non-Driver Mode Shares With Proposed Traffic Mitigation Goals

Policy Area	Origin Based <u>Transit</u>	Origin Based <u>Non-Driver</u>	Proposed Mitigation <u>Goal[1]</u>
<b><u>Northern Area</u></b>			
Cloverly	2.8%	5.4%	17.0%
Damascus	3.8%	12.8%	17.0%
Germantown East	6.0%	11.4%	17.0%
Germantown West	6.0%	11.3%	17.0%
Olney	7.0%	11.6%	17.0%
<b><u>North Central Area</u></b>			
Aspen Hill	8.7%	13.2%	21.0%
Fairland White Oak	9.0%	15.1%	21.0%
Gaithersburg East	11.3%	17.9%	21.0%
Gaithersburg West	7.5%	13.4%	21.0%
Rockville	11.4%	18.8%	21.0%
<b><u>South Central Area</u></b>			
Kensington/Wheaton	10.3%	16.9%	25.0%
North Bethesda	16.2%	23.4%	25.0%
<b><u>Southern Area</u></b>			
Bethesda/Chevy Chase	15.2%	25.0%	33.0%
Silver Spring/Takoma Park	27.5%	35.5%	33.0%
<b><u>County CBDs</u></b>			
Silver Spring CBD	37.9%	55.5%	45.0%

*[1] Traffic mitigation goals for properties located over 1600 feet from a Metro Station*

Source: 1987 Census Update Survey, Table III-5; Office of Planning Policies,  
Dec., 1989

# Chapter IV

## FY 91 Staging Ceiling Recommendations

This chapter was written by the County Executive. The Planning Board draft is in Appendix E.

## 1. TRANSPORTATION STAGING CEILINGS

The Executive's recommended FY 91 ceilings, shown in Tables IV-1, IV-2, and IV-3, would provide greater ceiling capacity in four policy areas than those which were adopted by the Council in FY 90. The FY 91 recommended ceilings would eliminate the housing subdivision moratorium in Gaithersburg West and would add new housing ceiling capacity in Gaithersburg East and Rockville. Figures IV-1 and IV-2 show for each policy area the existing development and the amount of additional development that can be supported by the County's transportation system.

In allocating new staging ceiling capacity, the County Executive and the Planning Board recommend assigning a greater proportion to housing than to jobs, wherever possible. Countywide, the recommended FY 91 ceilings would bring the jobs/housing ratio down from 1.65 for the adopted FY 90 ceilings, to 1.62 for the recommended FY 91 ceilings. Zoning ceiling constraints and large employment subdivision moratoriums, however, limit opportunities to allocate capacity to housing in some policy areas.

### A. Adopted FY 90 Ceilings

The FY 90 adopted ceilings are based on transportation projects in the approved FY 90-95 CIP and the State FY 89-94 CTP for which 100 percent of the construction expenditures are programmed within the first four years. As of September 28, 1989, these ceilings result in a positive net remaining capacity in ten policy areas for housing, and nine policy areas for jobs. Seven policy areas have a negative net remaining capacity for housing, and eight have a negative net remaining capacity for jobs. Since June 27, 1989, three additional policy areas have entered a housing subdivision moratorium because new subdivisions have been approved by the Planning Board that use up the remaining capacity. Figures IV-3, IV-4, and IV-5 show the policy areas which are in a subdivision moratorium.

### B. FY 91 Recommended Ceilings

The Executive's recommended ceilings are based on transportation projects that have 100 percent of their expenditures for construction scheduled in the first four years of the Executive Recommended FY 91-96 CIP and the State FY 90-94 CTP. These new transportation projects will raise staging ceiling levels in four policy areas for housing and three policy areas for jobs. The total Countywide ceiling increase recommended is 7,500 housing units and 4,000 jobs. As a result, Gaithersburg West, currently in a subdivision moratorium, would have a positive remaining capacity of about 2,600 housing units under

recommended ceilings. New housing ceiling capacity will also be available in Gaithersburg East and Rockville. The following summarizes staging ceiling changes and the Executive's and Planning Board's allocation of capacity to housing and jobs by policy area.

- \* Fairland/White Oak. The widening of East Randolph Road will decrease the ceiling deficit by 1,000 for both housing units and jobs. No new subdivision approvals will be permitted, however, because ceiling deficits have not been eliminated.
- \* Gaithersburg East. The widening of the Watkins Mill Road Bridge to two lanes will increase the housing ceiling by 500 housing units.
- \* Gaithersburg West. The widening of MD 28 will increase the housing ceiling by 4,500 units, some of which will eliminate an existing housing deficit. This area will then have a positive staging ceiling (net remaining capacity) of more than 2600 housing units. The widening of MD 28 will also provide an opportunity to reduce the job ceiling deficit by 2,500 jobs.
- \* Rockville. The widening of MD 28 will increase the housing ceiling by 1,500 housing units and reduce the existing jobs deficit by 500 jobs.

The Executive considered the Planning Board's alternative "anticipated" and "high ceiling" scenarios, discussed in Appendix E, when evaluating capital budget needs. The Executive has determined that the addition of an eastbound lane to Veirs Mill Road and Twinbrook Parkway, which would have slightly reduced the housing subdivision moratorium in the Aspen Hill policy area, will have to be delayed due to budget constraints.

In addition, the western phase of MD 118 that was counted in the FY 90 staging ceilings has been delayed beyond the first four years of the Recommended FY 91-96 CIP due to budget constraints. As a result, the adopted FY 90 ceilings may need to be lowered in FY 91 for the Germantown West policy area. The amount of such a decrease in staging ceilings must await additional transportation model analysis by the planning staff.

## 2. PUBLIC SCHOOL CAPACITIES

The Executive recommends the adoption of the ceilings shown on Tables IV-4, IV-5, and IV-6. Under the adopted methodology for determining if school capacity is adequate, the Executive has determined that there is sufficient capacity in all the high school clusters where residential subdivisions can be approved.

Table IV-1

### Comparison of FY 90 Adopted Ceilings and Recommended FY 91 Ceilings

<u>Policy Areas</u>	<u>HOUSING</u>			<u>JOBS</u>		
	<u>FY 90 Adopted Ceilings</u>	<u>FY 91 Rec'd Ceiling Increase</u>	<u>FY 91 Rec'd Ceiling</u>	<u>FY 90 Adopted Ceilings</u>	<u>FY 91 Rec'd Ceiling Increase</u>	<u>FY 91 Rec'd Ceiling</u>
Aspen Hill	(1,954)	0	(1,954)	358	0	358
Bethesda CBD	1,638	0	1,638	4,157	0	4,157
Beth/Chevy Chase	3,868	0	3,868	11,049	0	11,049
Cloverly	(1,845)	0	(1,845)	(80)	0	(80)
Damascus	(569)	0	(569)	776	0	776
Fairland/White Ok	(1,469)	1,000	(469)	(3,501)	1,000	(2,501)
Gaithersburg East	5,770	500	6,270	5,624	0	5,624
Gaithersburg West	3,864	4,500	8,364	23,020	2,500	25,520
Germantown East	2,407	0	2,407	2,401	0	2,401
Germantown West	2,650	0	2,650	7,615	0	7,615
Kensington/Wheaton	2,698	0	2,698	6,569	0	6,569
North Bethesda	849	0	849	5,738	0	5,738
Olney	2,903	0	2,903	834	0	834
Potomac	3,424	0	3,424	3,019	0	3,019
Rockville	1,850	1,500	3,350	14,663	500	15,163
Silver Spring CBD	3,382	0	3,382	11,849	0	11,849
Sir Spg/Takoma Pk	678	0	678	936	0	936
Countywide	35,981	7,500	42,481	98,608	4,000	101,608

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTYWIDE TOTALS BECAUSE  
NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

Source: Montgomery County Planning Department, Research Division,  
November 1989; Office of Planning Policies, December 1989

TABLE IV-2

**HOUSING**  
**Transportation Staging Ceiling Capacity Using**  
**FY 90 & FY 91 Net Ceilings**  
 January 1989 Base

Policy Areas	----- Net Housing Ceiling	---FY 90--- Pipeline 28-Sep-89	----- Remain- ing Capacity		-----FY 91----- Net Housing Ceiling	----- Remain- ing Capacity
	A	B	C=A-B		D	E=D-B
Aspen Hill	(1,954)	3,244	(5,198)		(1,954)	(5,198)
Bethesda CBD[1]	1,638	840	798		1,638	798
Bethesda/Chevy Chase	3,868	1,717	2,151		3,868	2,151
Cloverly	(1,845)	208	(2,053)		(1,845)	(2,053)
Damascus	(569)	264	(833)		(569)	(833)
Fairland/White Oak	(1,469)	1,925	(3,394)		(469)	(2,394)
Gaithersburg East	5,770	4,173	1,597		6,270	2,097
Gaithersburg West	3,864	5,742	(1,878)		8,364	2,622
Germantown East	2,407	1,119	1,288		2,407	1,288
Germantown West [2]	2,650	2,722	(72)		2,650	(72)
Kensington/Wheaton	2,698	354	2,344		2,698	2,344
North Bethesda	849	1,476	(627)		849	(627)
Olney	2,903	2,597	306		2,903	306
Potomac[1]	3,424	1,423	2,001		3,424	2,001
Rockville	1,850	831	1,019		3,350	2,519
Silver Spring CBD	3,382	1,698	1,684		3,382	1,684
Silver Spg/Takoma Pk	678	184	494		678	494
Countywide[3]	35,981	30,517	13,682		42,481	18,304

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTYWIDE TOTALS BECAUSE  
 NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

[1] Although Net Ceilings are shown for all policy areas development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

[2] Policy area for which the FY 90 net staging ceiling may need to be reduced because a road project included in the FY 90-95 CIP has been reduced by 2 or more years in the FY 91-96 CIP

[3] Group I policy areas (e.g., Clarksburg) are not assigned staging ceilings; thus they are not included in Countywide totals. In these areas applications are subject to Transportation Local Area Review as well as relevant Zoning/Water/Sewer constraints.

Source: Montgomery County Planning Department, Research Division,  
 November 1989; Office of Planning Policies, December 1989

TABLE IV-3

**JOBS**  
**Transportation Staging Ceiling Capacity Using**  
**FY 90 & FY 91 Net Ceilings**

January 1989 Base

Policy Areas	---FY 90---			---FY 91---	
	Net Ceiling	Pipeline 28-Sep-89	Remain- ing Capacity	Net Ceiling	Remain- ing Capacity
	A	B	C=A-B	D	E=D-B
Aspen Hill	358	86	272	358	272
Bethesda CBD[1]	4,157	3,982	175	4,157	175
Bethesda/Chevy Chase	11,049	927	10,122	11,049	10,122
Cloverly	(80)	13	(93)	(80)	(93)
Damascus	776	426	350	776	350
Fairland/White Oak	(3,501)	8,945	(12,446)	(2,501)	(11,446)
Gaithersburg East	5,624	11,194	(5,570)	5,624	(5,570)
Gaithersburg West	23,020	26,877	(3,857)	25,520	(1,357)
Germantown East	2,401	1,841	560	2,401	560
Germantown West [2]	7,615	8,114	(499)	7,615	(499)
Kensington/Wheaton	6,569	433	6,136	6,569	6,136
North Bethesda	5,738	9,926	(4,188)	5,738	(4,188)
Olney	834	763	71	834	71
Potomac[1]	3,019	251	2,768	3,019	2,768
Rockville	14,663	18,613	(3,950)	15,163	(3,450)
Silver Spring CBD	11,849	11,409	440	11,849	440
Silver Spg/Takoma Pk	936	1,031	(95)	936	(95)
Countywide[3]	98,608	104,831	20,894	101,608	20,894

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTYWIDE TOTALS BECAUSE  
 NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

[1] Although Net Ceilings are shown for all policy areas development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

[2] Policy area for which the FY 90 net staging ceiling may need to be reduced because a road project included in the FY 90-95 CIP has been reduced by 2 or more years in the FY 91-96 CIP

[3] Group I policy areas (e.g., Clarksburg) are not assigned staging ceilings; thus they are not included in Countywide totals. In these areas applications are subject to Transportation Local Area Review as well as relevant Zoning/Water/Sewer constraints.

Source: Montgomery County Planning Department, Research Division,  
 November 1989; Office of Planning Policies, December 1989

Figure IV-1

# COMPARISON OF BASE, PIPELINE, AND ANTICIPATED FY 91 REMAINING CAPACITY FOR HOUSING, BY POLICY AREA as of September 28, 1989

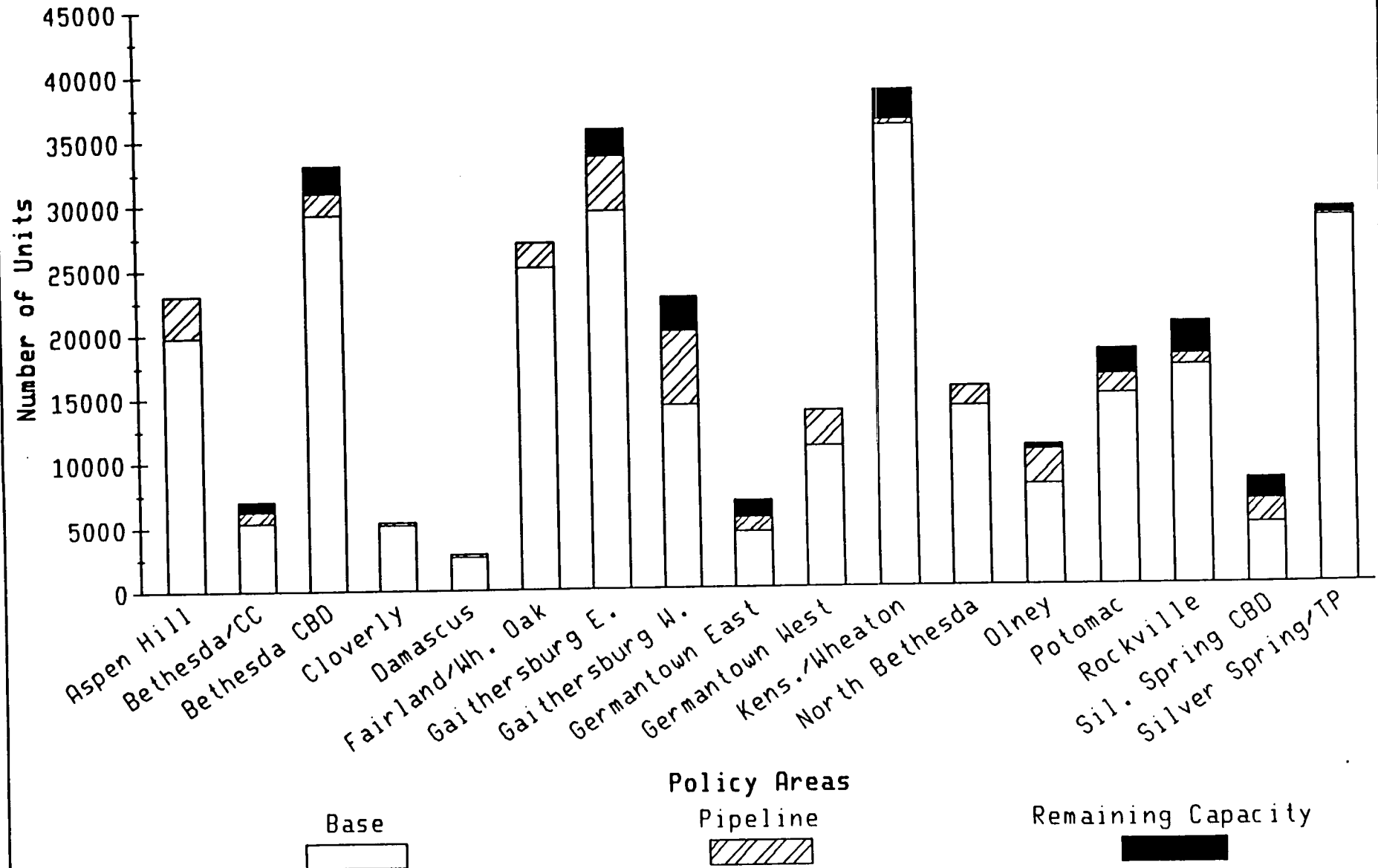


Figure IV-2

# COMPARISON OF BASE, PIPELINE, AND ANTICIPATED FY 91 REMAINING CAPACITY FOR JOBS, BY POLICY AREA as of September 28, 1989

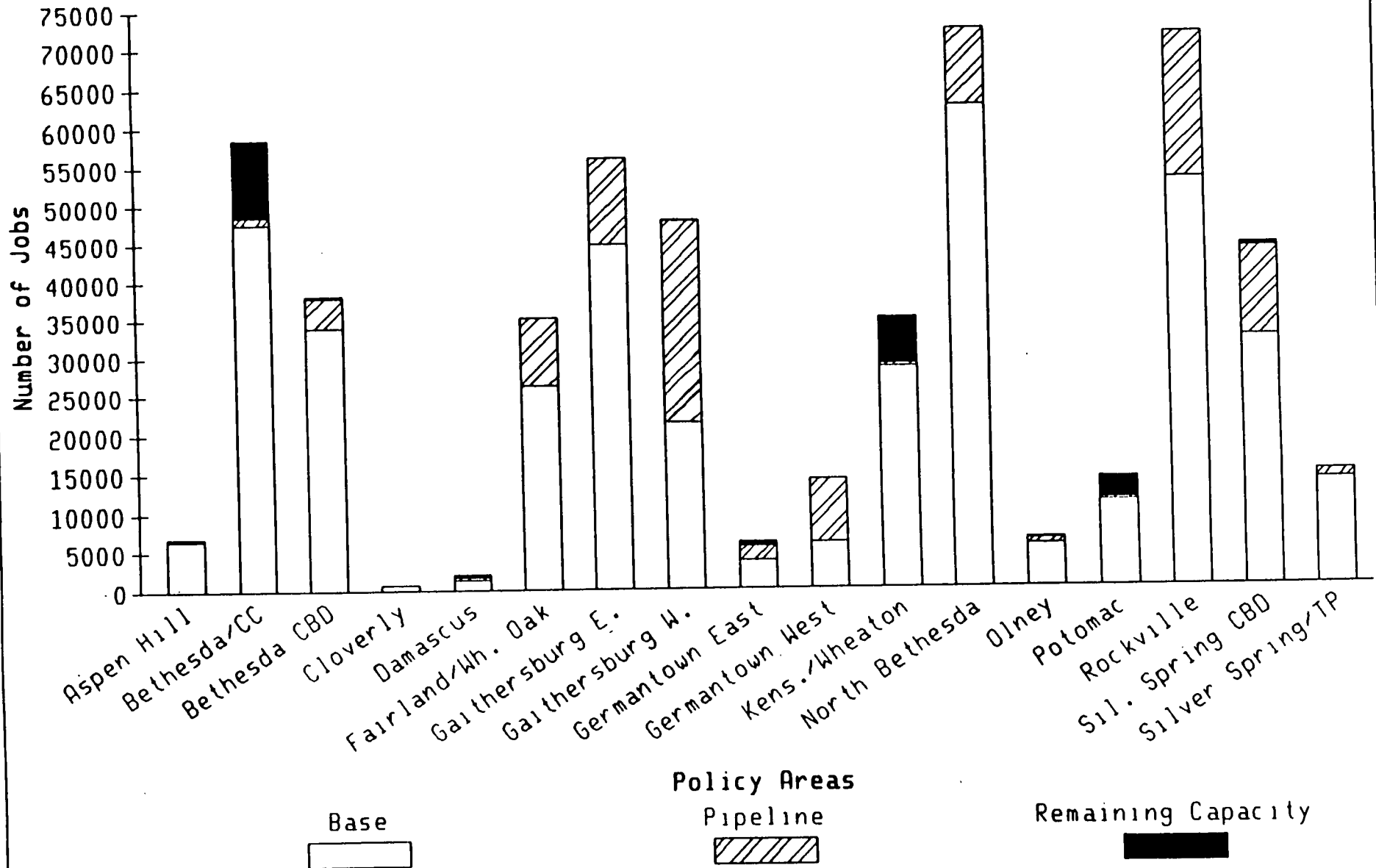


Figure IV-3

FY 90 AGP Adopted (As of 6/27/89)

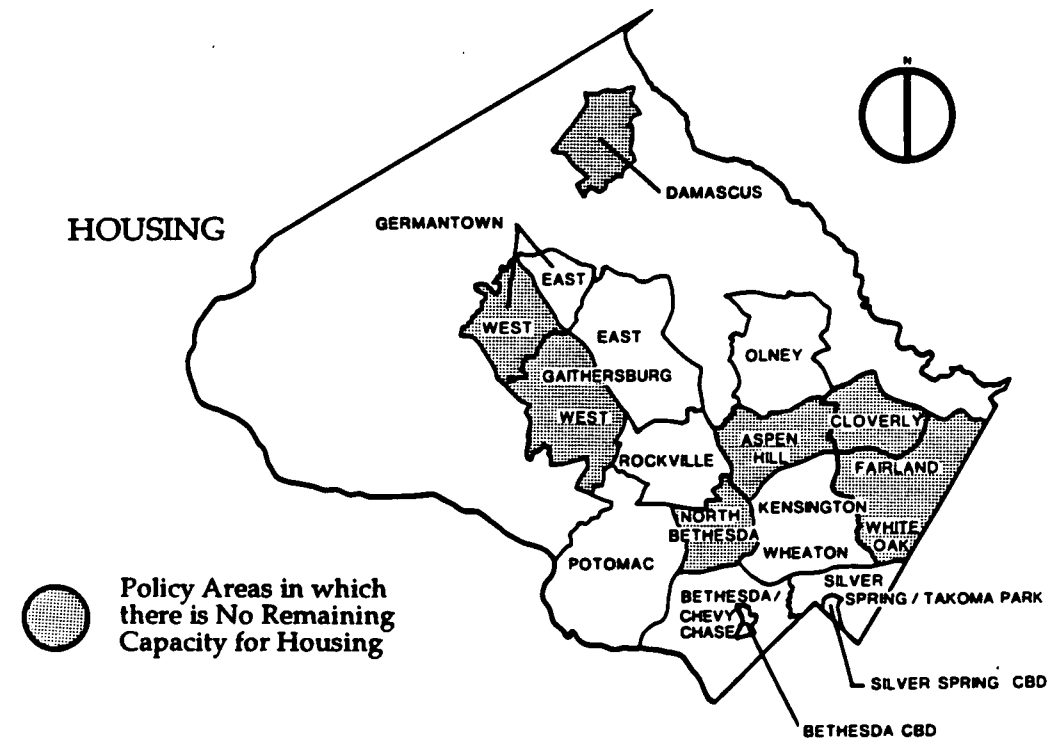
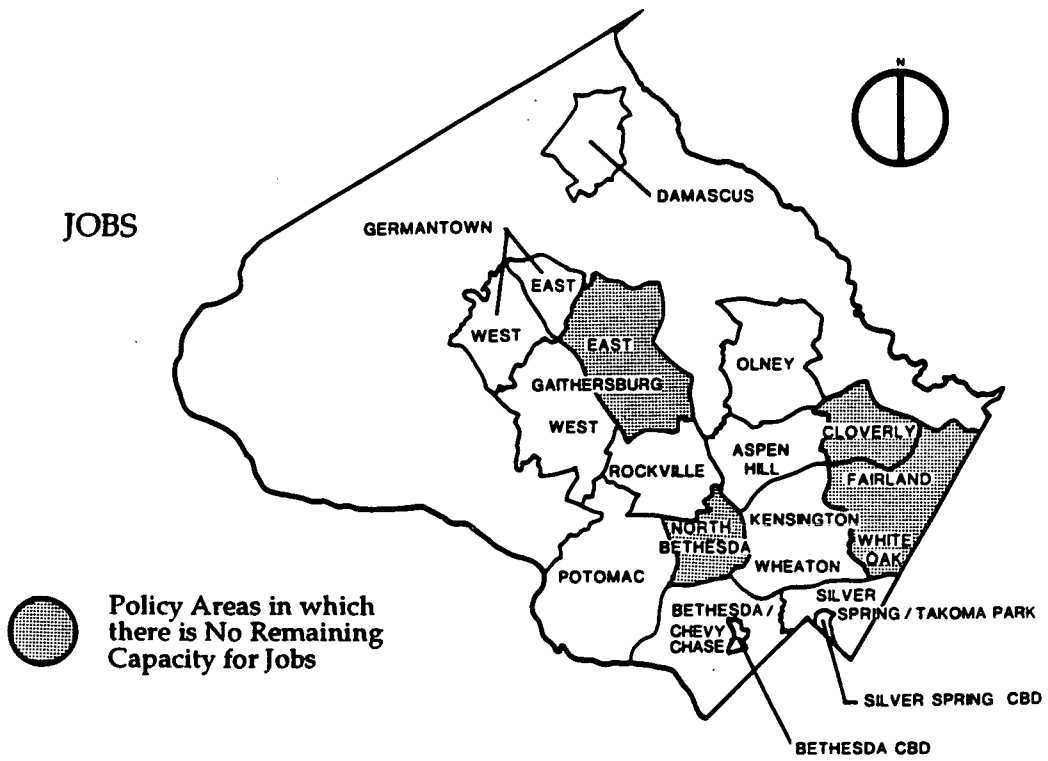


Figure IV-4

FY 90 AGP Adopted (9/28/89)

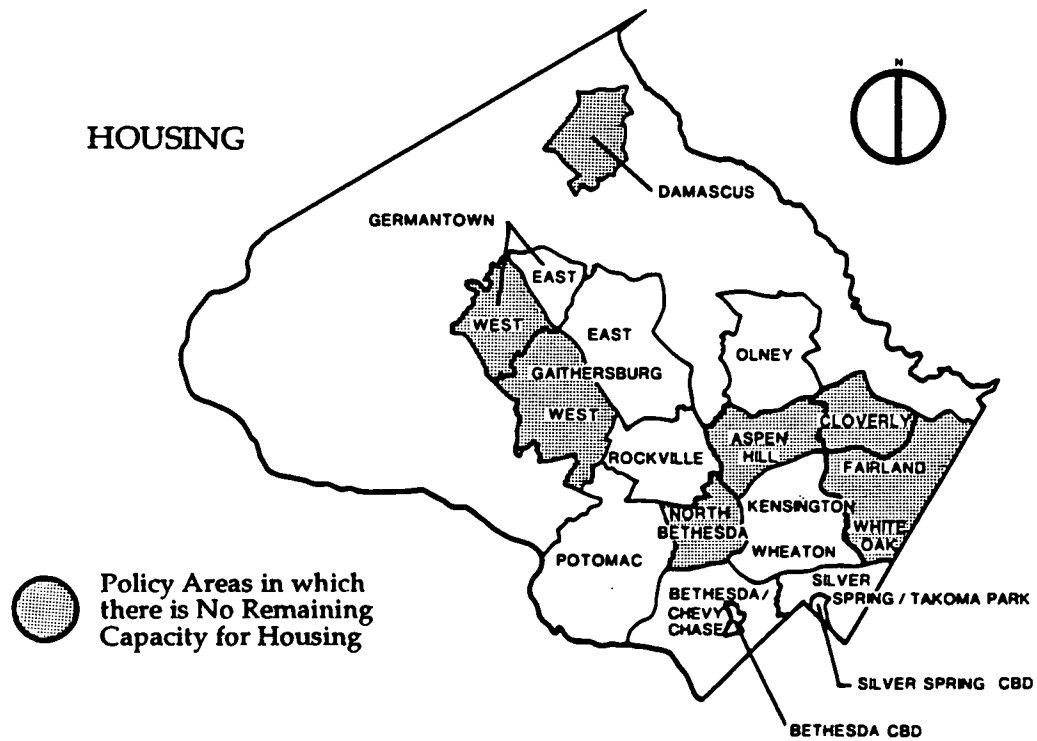
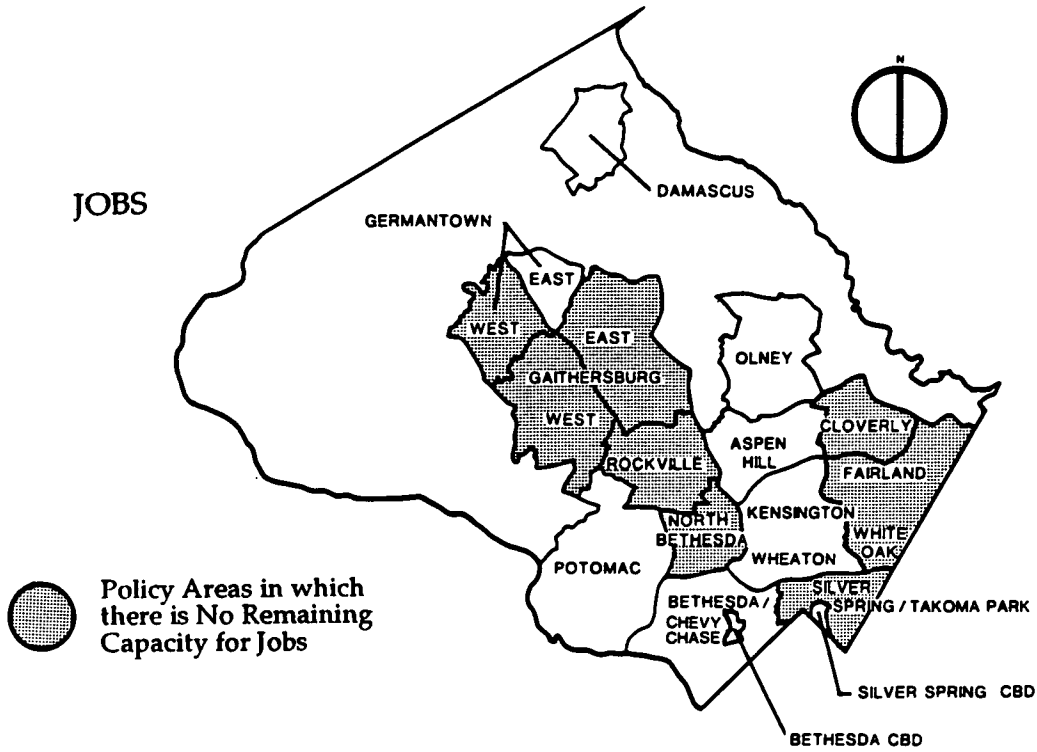


Figure IV-5  
FY 91 AGP Recommended

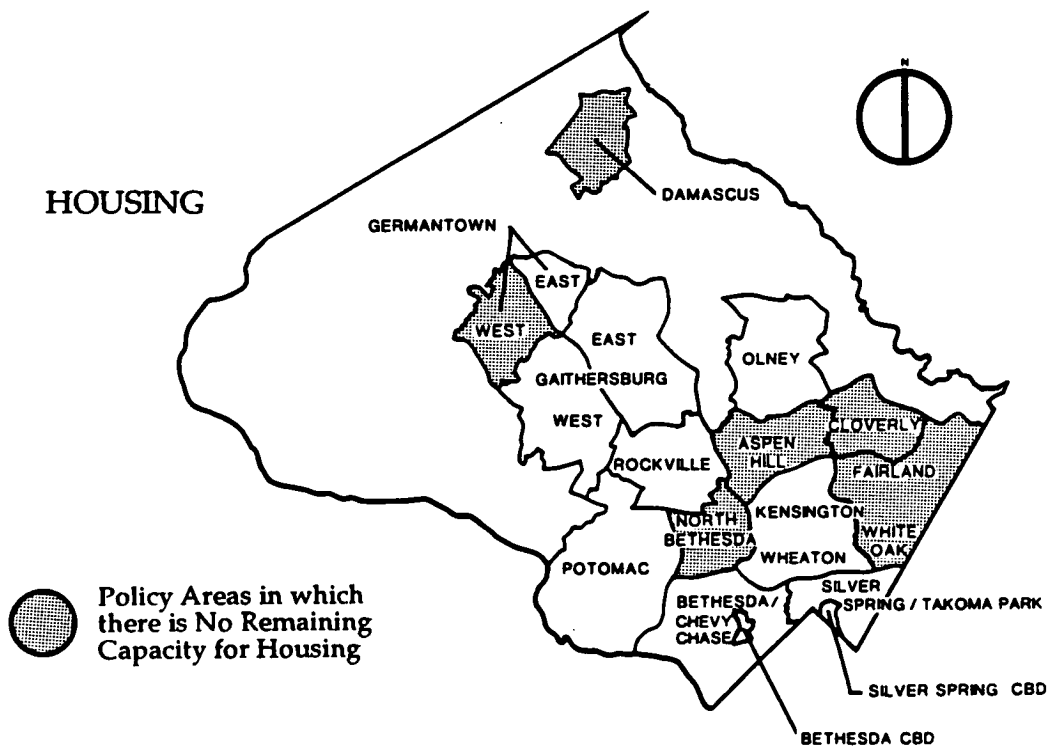
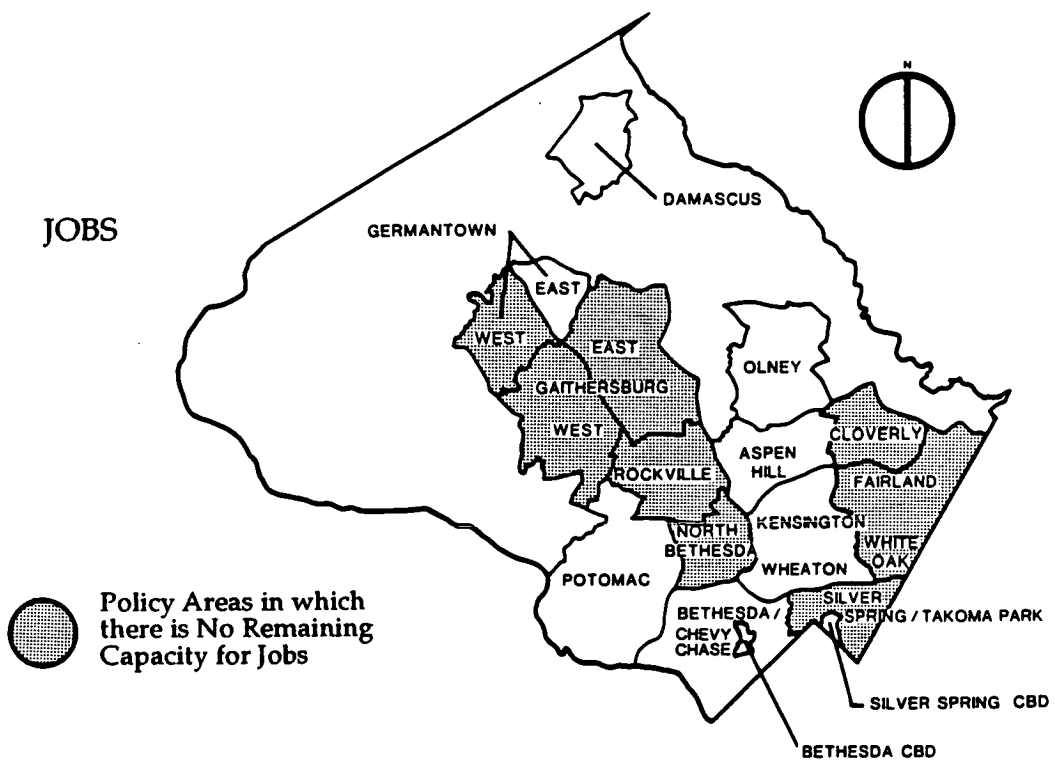


Table IV-4

COUNTY EXECUTIVE'S RECOMMENDED FY 91 - 96 CIP  
ELEMENTARY SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA  
PROJECTED 1994 ENROLLMENT AND RECOMMENDED CAPACITY

HIGH SCHOOL CLUSTER AND AREA	SEPTEMBER 1994	100 PERCENT	CAPACITY	110 PERCENT	CAPACITY
	ENROLLMENT	PROGRAM CAPACITY	REMAINING	PROGRAM CAPACITY	REMAINING
	PROJECTED BY MCPS A	COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP B	AT 100 PERCENT B - A C	COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP D	AT 110 PERCENT D - A E
BLAIR	4,632	4,968	336	5,485	833
EINSTEIN	2,930	2,961	31	3,257	327
KENNEDY	2,800	2,631	31	2,894	294
PAINT BRANCH	3,786	3,875	89	4,263	477
SHERWOOD	2,785	2,780	(5)	3,058	273
SPRINGBROOK	4,106	4,359	253	4,795	689
WHEATON	<u>2,340</u>	<u>2,824</u>	<u>484</u>	<u>3,106</u>	<u>766</u>
TOTAL AREA 1	23,179	24,398	1,219	26,838	3,659
BETHESDA-CHEVY CHASE	3,103	2,873	(230)	3,160	57
CHURCHILL	2,364	2,513	149	2,764	400
WALTER JOHNSON	2,628	2,800	172	3,080	452
R. MONTGOMERY	2,548	2,479	(69)	2,727	179
ROCKVILLE	2,224	2,813	589	3,094	870
WHITMAN	<u>2,170</u>	<u>2,168</u>	<u>(2)</u>	<u>2,385</u>	<u>215</u>
TOTAL AREA 2	15,037	15,848	609	17,211	2,174
DAMASCUS	3,360	3,155	(205)	3,471	111
GAITHERSBURG	5,971	6,194	223	6,813	842
MAGRUDER	2,370	2,527	157	2,780	410
POOLESVILLE	1,033	951	(82)	1,046	13
QUINCE ORCHARD	4,448	4,744	296	5,218	770
SENECA VALLEY	5,126	5,361	235	5,897	771
WATKINS MILL	3,760	3,337	(423)	3,671	(89)
WOOTTON	<u>3,446</u>	<u>3,071</u>	<u>(375)</u>	<u>3,378</u>	<u>(68)</u>
TOTAL AREA 3	29,514	29,340	(174)	32,274	2,760
TOTAL COUNTY	67,730	69,384	1,654	76,322	8,592

Program capacity is 90 percent of State rated capacity or 22.5 students per classroom.

Table prepared by Office of Management and Budget, December 20, 1989.

Source: Board of Education's Requested FY 91 Capital Budget and the FY 91-96 Capital Improvement Program and the County Executive's Recommended Capital Improvement Program FY 91-96.

Table IV-5

COUNTY EXECUTIVE'S RECOMMENDED FYs 91 - 96 CIP  
JIM SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA  
PROJECTED 1994 ENROLLMENT AND RECOMMENDED CAPACITY

HIGH SCHOOL CLUSTER AND AREA	SEPTEMBER 1994 ENROLLMENT PROJECTED BY MCPS A	PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP B	CAPACITY REMAINING AT 100 PERCENT B - A C	PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP D	CAPACITY REMAINING AT 110 PERCENT D - A E
BLAIR	2,295	1,602	(693)	1,762	(533)
EINSTEIN	1,153	1,197	44	1,317	164
KENNEDY	1,254	1,647	393	1,812	558
PAINT BRANCH	1,529	1,535	6	1,688	159
SHERWOOD	1,288	1,341	53	1,475	187
SPRINGBROOK	1,639	1,854	215	2,039	400
WHEATON	<u>1,025</u>	<u>1,125</u>	<u>100</u>	<u>1,238</u>	<u>213</u>
TOTAL AREA 1	10,183	10,301	118	11,331	1,148
BETHESDA-CHEVY CHASE	626	909	283	1,000	374
CHURCHILL	1,131	1,616	485	1,778	647
WALTER JOHNSON	1,129	1,125	(4)	1,238	109
R. MONTGOMERY	896	896	0	986	90
ROCKVILLE	922	963	41	1,059	137
WHITMAN	<u>988</u>	<u>1,017</u>	<u>29</u>	<u>1,119</u>	<u>131</u>
TOTAL AREA 2	5,692	6,526	834	7,179	1,487
DAMASCUS	755	869	114	955	200
GAITHERSBURG	1,302	1,179	(123)	1,297	(5)
MAGRUDER	1,157	1,080	(77)	1,188	31
POOLESVILLE	0	0	0	0	0
QUINCE ORCHARD	1,067	1,062	(5)	1,168	101
SENECA VALLEY	1,823	1,850	27	2,035	212
WATKINS MILL	1,007	752	(256)	827	(180)
WOOTTON	<u>770</u>	<u>837</u>	<u>67</u>	<u>921</u>	<u>151</u>
TOTAL AREA 3	7,881	7,628	(253)	8,391	510
TOTAL COUNTY	23,756	24,454	699	26,900	3,144

Program capacity is 90 percent of State rated capacity or 22.5 students per classroom.

Table prepared by Office of Management and Budget, December 20, 1989.

Source: Board of Education's Requested FY 91 Capital Budget and the FY 91-96 Capital Improvement Program and the County Executive's Recommended Capital Improvement Program FY 91-96.

Table IV-6

**COUNTY EXECUTIVE'S RECOMMENDED FY 91 - 96 CIP  
SENIOR HIGH SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA  
PROJECTED 1994 ENROLLMENT AND RECOMMENDED CAPACITY**

HIGH SCHOOL CLUSTER AND AREA	SEPTEMBER 1994 ENROLLMENT PROJECTED BY MCPS A	PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP B	CAPACITY REMAINING AT 100 PERCENT B - A C	PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP D	CAPACITY REMAINING AT 110 PERCENT D - A E
BLAIR	2,317	2,039	(279)	2,242	(75)
EINSTEIN	1,289	1,431	142	1,574	285
KENNEDY	1,292	1,350	58	1,485	193
PAINT BRANCH	1,679	1,674	(5)	1,841	162
SHERWOOD	1,493	1,557	64	1,713	220
SPRINGBROOK	2,065	2,070	5	2,277	212
WHEATON	<u>1,351</u>	<u>1,233</u>	<u>(118)</u>	<u>1,356</u>	<u>5</u>
<b>TOTAL AREA 1</b>	<b>11,486</b>	<b>11,354</b>	<b>(133)</b>	<b>12,489</b>	<b>1,003</b>
BETHESDA-CHEVY CHASE	1,239	1,535	296	1,888	449
CHURCHILL	1,474	1,589	115	1,747	273
WALTER JOHNSON	1,213	1,557	344	1,713	500
R. MONTGOMERY	1,492	1,530	38	1,683	191
ROCKVILLE	1,145	1,314	169	1,445	300
WHITMAN	<u>1,300</u>	<u>1,458</u>	<u>158</u>	<u>1,604</u>	<u>304</u>
<b>TOTAL AREA 2</b>	<b>7,863</b>	<b>8,982</b>	<b>1,119</b>	<b>9,880</b>	<b>2,017</b>
DAMASCUS	1,236	1,530	294	1,683	447
GAITHERSBURG	1,872	1,841	(32)	2,025	153
MAGRUDER	1,546	1,337	(210)	1,470	(76)
POOLESVILLE	681	860	179	945	264
QUINCE ORCHARD	1,979	1,890	(89)	2,079	100
SENECA VALLEY	1,757	1,688	(70)	1,856	99
WATKINS MILL	1,690	1,508	(183)	1,658	(32)
WOOTTON	<u>1,703</u>	<u>1,575</u>	<u>(128)</u>	<u>1,733</u>	<u>30</u>
<b>TOTAL AREA 3</b>	<b>12,464</b>	<b>12,227</b>	<b>(238)</b>	<b>13,449</b>	<b>985</b>
<b>TOTAL COUNTY</b>	<b>31,813</b>	<b>32,562</b>	<b>749</b>	<b>35,818</b>	<b>4,005</b>

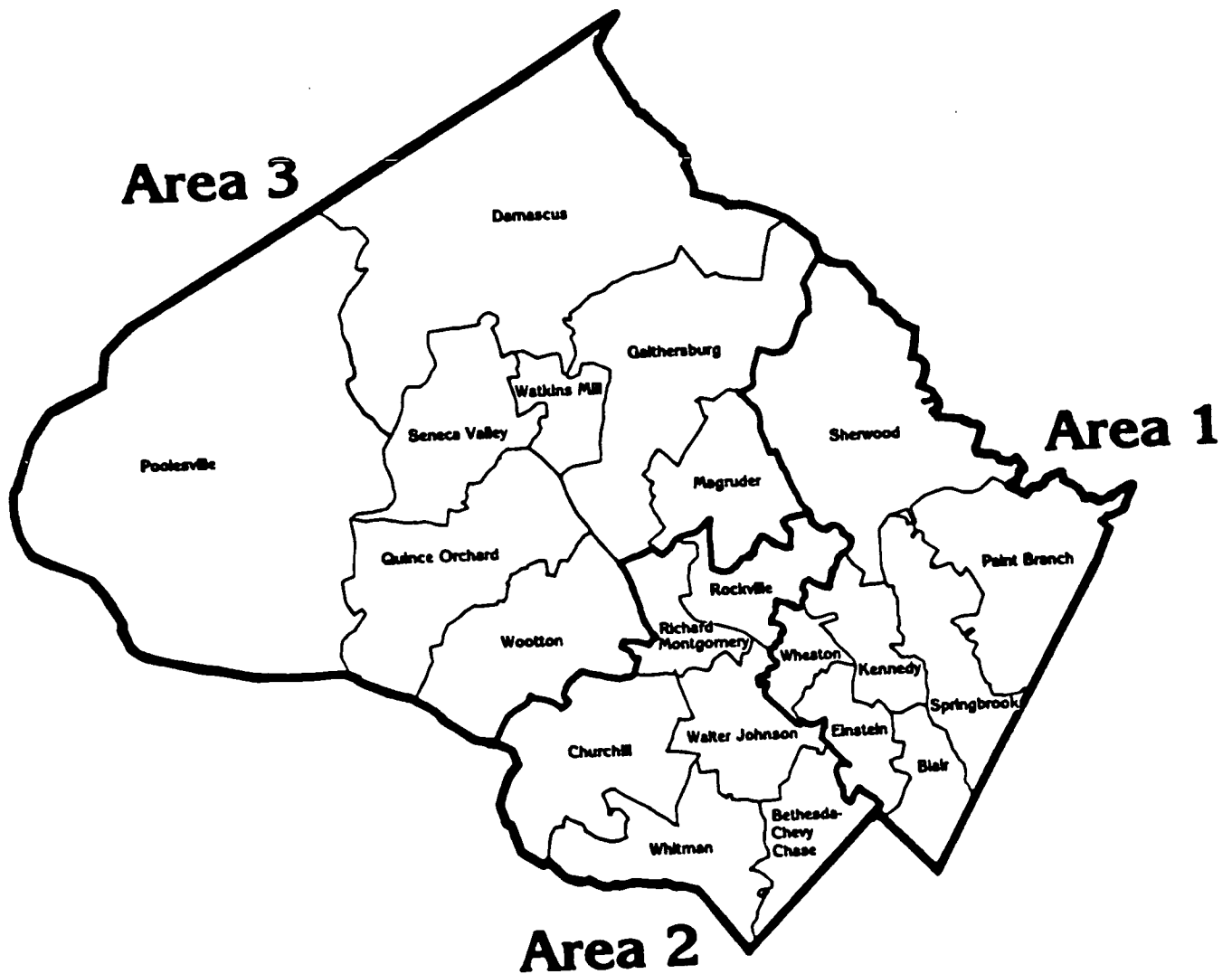
Program capacity is 90 percent of State rated capacity or 22.5 students per classroom.

Table prepared by Office of Management and Budget, December 20, 1989.

Source: Board of Education's Requested FY 91 Capital Budget and the FY 91-96 Capital Improvement Program and the County Executive's Recommended Capital Improvement Program FY 91-96.

Figure IV-6

Boundaries for  
School Areas and  
High School Clusters



# Chapter V

## FY 91 Annual Growth Policy Resolution

Some underlined text in the AGP Resolution was added by the Planning Board in its final draft. Other underlined text has been added by the Executive. Also, the Executive has deleted with brackets certain sections of the Resolution as prepared by the Board. To help the reader find changes in the Resolution text made by the Executive,

we have made a marginal notation -

|

# TABLE OF CONTENTS

	Page
I. GUIDELINES FOR THE ADMINISTRATION OF THE ADEQUATE PUBLIC FACILITIES ORDINANCE. . . . .	67
A. Guidelines for Transportation Facilities . . . . .	69
(1) Policy Area Review. . . . .	69
(a) Establishment of Staging Ceilings. . . . .	69
(b) Silver Spring CBD Policy Area Ceiling. . . . .	72
(c) Aspen Hill and Kensington/Wheaton Policy Areas . . . . .	74
(d) Special Ceiling Allocation for Affordable Housing[, Health Care, and Educational Facilities]: . . . . .	75
(e) Ceiling Flexibility for Developer Participation Projects . . . . .	77
(i) Full-Cost Developer Participation . . . . .	78
(ii) Partial-Cost Developer Participation. . . . .	79
(f) Amendment of Policy Ceilings . . . . .	85
(g) Allocation of Staging Ceiling to Preliminary Plans of Subdivision . . . . .	86
(2) Local Area Review . . . . .	88
(3) Traffic Mitigation Goals for Building Permits Subject to Requirements of Section 42A-9A. . . . .	91
B. Guidelines for Public School Facilities . . . . .	91
(1) Geographic Area . . . . .	91
(2) School Capacity Measures. . . . .	92
(3) Grade Levels. . . . .	92
(4) Affordable Housing. . . . .	92
(5) Ceiling Flexibility for Partial Cost Developer Participation . . . . .	93
C. Guidelines for Water and Sewerage Facilities. . . . .	93
D. Guidelines for Police, Fire and Health Services . . . . .	93
E. Guidelines for Resubdivision. . . . .	94
II. <u>TIMELY ADEQUATE PUBLIC FACILITIES DETERMINATION AND LOCAL AREA TRANSPORTATION REVIEW UNDER CHAPTER 8 - BUILDINGS</u> . . . . .	95
III. PROCESS FOR AMENDING ANNUAL GROWTH POLICY. . . . .	95
IV. ISSUES TO BE ADDRESSED DURING NEXT FISCAL YEAR . . . . .	96

## TABLES AND CHARTS

	Page
1. Map 1, Policy Areas by Traffic Zones. . . . .	97
2. Map 2, Standards of Transportation Service. . . . .	98
3. Chart 1, Correspondence Between Transit Availability and Average Level of Service Standards . . . . .	99
4. Table 1, Recommended FY 91 APF Transportation Ceilings. . . . .	100
5. Table 2, Remaining Capacity Under FY 91 APF Transportation Ceilings as of September 28, 1989. . . . .	101
6. Map 3, Silver Spring Policy Area Boundary : . . . . .	102
7. Table 3, Traffic Mitigation Goals for Loophole Closure Properties . . . . .	103
8. Map 4, Boundaries for School Areas and High School Clusters. . . . .	104
9. Table 4, Elementary Schools by High School Cluster and Area, Comparison of Enrollment to Capacity. . . . .	105
10. Table 5, JIM Schools by High School Cluster and Area, Comparison of Enrollment to Capacity. . . . .	106
11. Table 6, Senior Schools by High School Cluster and Area, Comparison of Enrollment to Capacity. . . . .	107

Resolution No.: \_\_\_\_\_

Introduced: \_\_\_\_\_

Adopted: \_\_\_\_\_

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

---

By: County Council

---

Subject: Approval of FY 91 Annual Growth Policy

Background

1. Bill 11-86 requires that no later than June 30 of each year, the County Council must adopt an Annual Growth Policy to be effective throughout the next fiscal year, providing policy guidance to the various agencies of government and to the general public on matters concerning land use development, growth management and related environmental, economic and social issues.
2. On December 27, 1989, in accordance with the requirements of Bill 11-86, the County Executive transmitted to the County Council the FY 91 Annual Growth Policy (AGP) for Montgomery County, showing his revisions to the Annual Growth Policy Draft submitted by the Planning Board on December 1, 1989.
3. In addition, the Annual Growth Policy report, as submitted by the County Executive and the Planning Board, contained supporting and explanatory materials including forecasts for the most probable trends in population and households, a set of recommended growth capacity ceilings for each policy area within the County, guidelines for the administration of the APFO, and other background information relevant to the subject of growth policy. The Planning Board also submitted two supporting reports including "1989 Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings."
4. On February , 1990, the County Council held a public hearing on the County Executive's and the Planning Board's recommended Growth Policy for Fiscal Year 1991.

5. On May , 1990, the County Council adopted the Capital Improvements Program for the years 1991-1996.

6. On June , 1990, the Council conducted worksessions on the proposed Growth Policy report for FY 1991, at which time careful consideration was given to the public hearing testimony, updated information, recommended revisions of the County Executive and the Montgomery County Planning Board, and the comments and concerns of other interested parties.

7. The County Council reviewed the facts and assumptions underlying this new Annual Growth Policy. This included: (1) a detailed review by policy area of existing and projected school and transportation facilities and conditions; (2) discussion of the allocation of transportation capacity between jobs and housing; (3) a review of the need for a continued special allocation for affordable housing; and (4) a review of the Annual Report of the Silver Spring Transportation Management District.

8. Provisions incorporated in this Resolution pertaining to the relationship between transit availability and the average level of service as well as the allocation of transportation capacity between jobs and housing are explanatory and confirmatory in nature. They do not represent substantive changes from principles utilized by this Council in the adoption of prior Annual Growth Policies.

9. The County Council reviewed the "pipeline" of development in the County and made adjustments for administrative errors. The Council recognizes efforts made by the Planning Board and the Executive to improve the consistency and reliability of the County growth management data base. In this regard, the Council stresses the need for sustained administrative vigilance in assessing the validity of computer-based systems and the reliability of data collection efforts. The Council recognizes that a quantitatively oriented system such as the Annual Growth Policy, though subject to limitations, can promote objectivity and fairness in land-use decision making.

#### Action

The County Council for Montgomery County, Maryland, approves the following Resolution:

The Planning Board's and the County Executive's Recommended FY 91 Annual Growth Policy has been reviewed and amended by the County Council, so that the following constitutes the entire Annual Growth Policy for FY 91:

I. Guidelines for the Administration of the Adequate Public Facilities Ordinance:

The Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k), directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities.

The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted administratively by the Planning Board to the extent that these guidelines conflict with previous ones. They also supersede those provisions of the Adequate Public Facilities Ordinance which were specified to apply only until the County Council had approved an Annual Growth Policy (AGP).

[These guidelines deciding the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities also apply to the Adequate Public Facilities reviews of the building permits subject to the requirements of Article IV, Chapter 8, Montgomery County Code.]

The Council accepts the definitions of terms and the assignment of values to key measurement variables which were used by the Planning Board and its staff, and accepted by the Executive, in developing the recommended Annual Growth Policy. The Council delegates to the Planning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board is directed to request and consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

Subdivision applications may be subject to two different types of test. One is called the Policy Area Review. The other is called the Local Area Review.

The Policy Area Review divides the County into policy areas. These are geographic areas for which the adequacy of public facilities is addressed on an areawide basis, as follows:

- o With regard to transportation, a staging ceiling may be established for each policy area.
- o With regard to school facilities, a legislative determination will be made to determine if the school facilities for each policy area will be adequate.

The staging ceiling for a policy area is defined as the maximum amount of land development that can be accommodated by the existing and programmed public facilities serving the area, at an assigned level of service standard. The legislative directive concerning school policy areas reflects a determination whether additional development can be accommodated by the schools. The policy area staging ceilings and directives approved in this Annual Growth Policy are to remain in effect throughout FY 91 unless amended subsequently by the County Council after public hearing. However, the Planning Board may adjust the policy area staging ceilings, in accordance with the Board's administrative procedures, to reflect trip reduction programs or developer participation in capital improvement projects.

Except for special circumstances which are described below (see discussions of "Ceiling Flexibility"), if a proposed subdivision is in a geographic policy area for which previously approved development (pipeline) exceeds the staging ceiling, or for which a negative school facility directive exists, then the Planning Board must find the public facilities to be inadequate.

The purpose of the Policy Area Review method for evaluating the adequacy of transportation facilities is to place the individual subdivision within the context of a comprehensive, Countywide assessment, which takes account of, and properly allows for, the upstream and downstream traffic impacts of development in various geographic areas. Similarly, the purpose of the policy area directives concerning school facilities is to reflect the ability of the public school system to accommodate students from new development.

The policy area ceilings and directives described in this AGP are based on the public facilities in the Approved FY 91-96 Capital Improvements Program and the Maryland Department of Transportation FY 90-95 Consolidated Transportation Program (CTP). The Council also reviewed related County and State funding decisions, master plan guidance and zoning where relevant, and related legislative actions. These ceilings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during worksessions by the County Council. Approval of the ceilings and directives reflects a legislative judgment that, all things considered, these staging ceilings and procedures constitute a reasonable, appropriate, and desirable set of interim growth limits, which properly relate to the ability of the County to program and construct facilities necessary to accommodate growth. These growth limits will substantially advance County land use objectives by providing for coordinated and orderly development.

These guidelines are not intended to be used as a means for government to avoid its responsibility to provide adequate public facilities. Annual review and oversight allows the Council to identify problems and initiate solutions that will serve to avoid or limit the duration of any moratorium in a specific policy area. Further, alternatives may be available for developers who wish to proceed in advance of the adopted public facilities program, through the provision of additional public facility capacity beyond that contained in the approved Capital Improvements Program, or through other measures which accomplish an equivalent effect.

The administration of the Adequate Public Facilities Ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than APF guidelines, the guidelines in the adopted master plan or sector plan shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Bethesda Sector Plan, the Friendship Heights Sector Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, the Nicholson Lane Sector Plan, and the Shady Grove West portion of the Gaithersburg Vicinity Master Plan. The ceiling in the Potomac Policy Area is set at the zoning ceiling based on the policy in the Potomac Master Plan.

The ceiling in all Group I areas is set at the zoning ceiling subject to guidelines for Local Area Review and guidelines for water and sewerage facilities.

A. Guidelines for Transportation Facilities

(1) Policy Area Review

(a) Establishment of Staging Ceilings

For the purposes of transportation analysis, the County has been divided into 246 areas called traffic zones as seen in Map 1. Based upon their transportation characteristics, these areas are grouped into transportation policy areas. In many cases, transportation policy areas have boundaries that are the same as planning area boundaries.

Map 2 shows the policy areas, and the Standard of Transportation Level of Service assigned to each of them. These levels of service standards represent a statistical average over the whole policy area. They are used in the calculations in the traffic simulation model described below. In general, the average level of service standards posted for each policy area are based on a policy that it is appropriate to permit greater congestion to

occur in areas in which greater transit availability provides an alternative mode of travel for many travelers in the area. In that way, there is an opportunity for an approximately equivalent overall transportation level of service to the residents and employees throughout the County.

Chart 1 provides a refined basis for showing the correspondence between transit availability and the average level of service standards. It is based primarily upon the material presented in Chapter 6 of the Planning Department background report "Alternative Transportation Scenarios and Staging Ceilings" dated December, 1987. In Chart 1, combinations of transit service that provide increased coverage and frequency and with more accessible and closer spaced stations and stops, are ranked as defining a higher level of transit service.

These underlying conceptual and operational measures of coverage, route density, frequency of service, and accessibility to transit are used primarily in a qualitative manner to describe and rank order the six different transit LOS categorical definitions in Chart 1. This approach takes into account fixed guideway transit systems such as Metrorail, MARC commuter rail, or possible light rail trolley systems. It also applies to bus-based transit systems, high occupancy vehicle priority systems, and auto dependent transit systems which are based in large part on park/ride access as opposed to walk and bus access.

Through the use of a computerized traffic simulation model, the Planning staff has computed a balanced relationship between a programmed set of transportation facilities and a geographical pattern of jobs and housing units. Policy area ceilings have been established through a process which assigns a hypothetical future land use pattern (i.e., jobs and housing units derived from interim market projections) to the County, and tests its traffic impact through the use of this model. Through a process of repetitive trial and error, this land use pattern has been modified so that it produces a traffic volume and distribution that is equivalent to the average level of service standard for each policy area.

The allocation of transportation capacity between jobs and housing by the County Council reflects its approach to the General Plan recommendation that jobs and housing be balanced. Attainment of that goal is often expressed by the ratio that describes the relationship between the number of employed residents per household to the number of jobs per household. Since the current jobs-to-housing ratio of existing and approved

development is tilted toward jobs, allocations of new capacity, as well as allocations of any reductions in capacity should generally favor housing.

Some modifications to this approach may be made in specific policy areas to reflect the character of an area and its related development policies as set forth in the relevant master plan(s), the size and allocation of jobs and housing in the existing base and pipeline of development. Modifications may also be made to avoid or reduce the duration of any subdivision moratorium or to address specific equity considerations. The product of these adjustments is tested against the appropriate level of service in the transportation model to determine the specific ceiling allocation as described above. The staging ceilings established by this method are shown in Table 1.

The ceiling in the Fairland/White Oak Policy Area is set at the C/D average level of service. This reflects the policy decision in the Eastern Montgomery County Master Plan that housing density, reduced for environmental reasons near the high-quality Paint Branch tributaries, should be increased in the U.S. 29 corridor where it can be better served by transit, and that, as the number of jobs and housing in this corridor increases, transit service can be increased to adequately serve the transportation needs of this density. The existing and programmed transit facilities and services in the Fairland/White Oak Policy Area are sufficient to classify it as a Group III Policy Area with moderate transit service.

The traffic simulation model takes into account all existing and approved development and all eligible programmed transportation CIP projects. For these purposes, "approved development" includes all approved preliminary plans of subdivision. "Eligible programmed transportation CIP projects" include all County CIP, State Transportation Program projects, and City of Rockville or City of Gaithersburg projects for which 100 percent of the expenditures for construction are estimated to occur within the first four years of the applicable programs. [The Council will not consider the Silver Spring and Bethesda Trolley to be an eligible programmed transportation project in the FY 91 Annual Growth Policy.]

Because of the unique nature of the Georgetown Branch Trolley Project in comparison with other transportation systems which are normally used in calculating development capacity, it is prudent to approach the counting of additional capacity from the system in a conservative way, particularly with respect to the timing of the capacity and the amount of the capacity recognized. Therefore, the counting of additional capacity from

the Georgetown Branch Trolley Project will not occur until the actual system is constructed and operated, or at least until there is reasonable certainty as to its exact date of operation and amount of actual ridership.

Planning staff shall keep a record of all previously approved preliminary plans and other data about the status of development projects, and continuously update the pipeline number of approved preliminary plans, thus constantly keeping in view, and presenting to the Planning Board, the amount of capacity still available under the adopted ceiling at any given time. The continuous updating shall include all changes to the amount of development approved under outstanding preliminary plans, with the exception of those which result from the discovery of accounting errors. Such errors shall be reported to the County each year in May prior to the Council's adoption of the AGP, and shall be reported on a quarterly basis, or more frequently, to the Planning Board, which may bring them to the attention of the Council if the Board judges them to be significant. (Table 2 shows the net capacity remaining as of September 28, 1989.) The Planning Board should maintain a periodically updated list of applications in the queue for preliminary plan of subdivision approval.

When the subdivision pipeline has risen to meet the ceiling, no more subdivisions shall be approved by the Planning Board in that policy area, except under certain special circumstances, which are outlined below.

(b) Silver Spring CBD Policy Area Ceiling

The Silver Spring CBD was established as a separate Group VI Policy Area in 1987, as categorized on Map 1 and Chart 1. The boundaries of the new policy area are shown on Map 3.

The job and housing ceilings for this Group VI Policy Area must meet the following administrative guidelines:

- o All traffic limitations are derived from the heaviest traffic demand period; in Silver Spring's case, the p.m. peak hour outbound traffic;
- o The average level of service for the surrounding Silver Spring/Takoma Park Policy Area must not be worse than the adopted average standard of D/E;
- o The outbound traffic, including both local CBD traffic and through traffic, must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles in the peak hour;

- o The Planning Board and the Department of Transportation will implement Transportation Systems Management for the Silver Spring CBD; the goal of this program will be to achieve the commuting goals for transit use and auto occupancy rates set out below;
- o The County Government, through the Silver Spring Parking District, will constrain the amount of public and private long term parking spaces.

For the FY 89 Annual Growth Policy, a net remaining jobs capacity ceiling of 10,750 as of October 8, 1987, of which at least 2,000 must be retail, and 250 are reserved for standard method projects, and a housing capacity of 3,382 dwelling units meet these administrative guidelines. Since October 1987, a total of 10,310 jobs have received preliminary plan approval. Of these, 1,794 are retail jobs. Of the 440 remaining jobs as of September 1989, 231 are reserved for standard method projects. Since October 1987, a total of 1,698 housing units have received preliminary plan approval for a net remaining housing capacity of 1,684 units. (The pipeline does not yet count projects which only have project plan approval such as Cameron Street and East-West Plaza.) The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these ceilings are as follows:

- o Parking constraint

A maximum of 17,500 public and private long-term spaces when all nonresidential development is built (this maximum assumes a peak accumulation factor of .9, which requires verification in Silver Spring and may be subject to revision). Interim long term parking constraints will be imposed in accordance with the amount of interim development. Long-term public parking spaces will be priced to reflect the market value of constrained parking spaces.

- o Commuting goals

For employers with 25 or more employees, 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle; and

For new nonresidential development, 30 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans as set forth in the Transportation Systems Management legislation (Bill #24-87).

Each Annual Growth Policy will reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersections (as defined in the report of October 5, 1987). The Annual Growth Policy must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for nonresidential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. (If, for a particular use, the addition of five peak-hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.)

(c) Aspen Hill and Kensington/Wheaton Policy Areas

In FY 90 Aspen Hill was established as a separate policy area and was classified as a Group III area with an average LOS standard of C/D. It was separated from the former Kensington/Wheaton/Aspen Hill area. The boundary separating the Aspen Hill policy area from the Kensington/Wheaton Policy Area is the Rockville Facility right-of-way. Kensington/Wheaton was established as a separate policy area and was classified as a Group IV area with an average LOS standard of D. Boundaries with other policy areas contiguous with the former Kensington/Wheaton/Aspen Hill policy area remain as delineated under the FY 1989 Annual Growth Policy.

[An applicant for preliminary plan of subdivision approval in the Aspen Hill policy area must have its application evaluated against the remaining ceiling capacity under the FY 89 Annual Growth Policy for the Kensington/Wheaton/Aspen Hill Policy Area if the application: (1) was accepted as complete by the Planning Board prior to July 1, 1989; (2) is scheduled for action on a Planning Board agenda within six months from the date the application is accepted as complete; and (3) is otherwise approvable within the six-month time frame.]

(d) Special Ceiling Allocation for Affordable Housing, [Health Care, and Educational Facilities]

[The County's policy of balancing growth in each policy area with the supply of public facilities[. set forth in the Adequate Public Facilities Ordinance and implemented through the Annual Growth Policy, [has] may have the effect of [preventing the accomplishment of] undermining other important County policies for the provision of: (1) a balanced and adequate housing supply, with emphasis on the availability of affordable housing for low and moderate-income families; (2) reasonably accessible health care; and (3) advanced educational opportunities. [To encourage the provision of a housing supply which fosters the availability of affordable housing for low and moderate-income families,] This subsection provides a limited exception to policy area review requirements to ensure that these policies are not undermined. The Planning Board may approve subdivision applications for affordable housing, health care facilities, and institutions of higher education, that promote these policies in any policy area with insufficient net remaining capacity, according to the following guidelines:]

The County's policy of balancing growth in each policy area with the supply of public facilities may have the effect of undermining another important County policy for the provision of a balanced and adequate housing supply, with emphasis on the availability of affordable housing for low and moderate income families. This subsection provides a limited exception to policy area review requirements to ensure that this policy is not undermined. The Planning Board may approve subdivision applications in any policy area with insufficient net remaining capacity, according to the following guidelines:

[(1) Affordable Housing]

- (i) An affordable housing development is defined as a housing development which is either owned by the Housing Opportunities Commission (HOC) or by a partnership in which HOC is the general partner; or a privately owned housing development in which 20% of the units are occupied by households at or below 50% of the area median income, adjusted by family size, or 40% of the units are occupied by households at or below 60% of the area median income, adjusted for family size. Such a development must be certified by HOC as having met the definition of affordable housing and the owner of such development must enter into an agreement with HOC to maintain the occupancy requirements for a period of at least 15 years. These requirements include the provision of any MPDUs.

- (ii) For projects owned or controlled by HOC, the Planning Board may approve, in FY 91, affordable housing developments which include up to a total of 125 units in a policy area with insufficient net remaining capacity or, in the alternative, for privately owned affordable housing developments, the Planning Board may approve projects in FY 91 which include up to a total of 300 [250] units in a policy area with insufficient net capacity.

[(2) Health Care Facilities]

- [(i) "Health care facility" is defined as a hospital, comprehensive care nursing home, an intermediate care facility, an ambulatory surgical facility, an inpatient facility that is organized primarily to help in the rehabilitation of disabled individuals, or a hospice. It does not include health care facilities which do not have a state certificate of need.]

- [(ii) Assuming all other requirements for preliminary plan approval are met, and subject to all limitations of this subsection, the Planning Board may grant a special ceiling allocation for a health care facility if a State certificate of need for that facility has been issued.]

[(3) Institutions of Higher Education]

- [(i) "Institution of higher education," as defined by Title 10 of the Education Article of the Maryland Code, means an institution of post-secondary education that generally limits enrollment to graduates of secondary schools, and awards degrees at either the Associate, Baccalaureate or Graduate level.]

- [(ii) A special ceiling allocation may be granted for an institution of higher education if:]

- [(a) a certificate of approval has been issued by the Maryland Higher Education Commission or for nonpublic institutions of higher education a Charter has been granted by the General Assembly; and]

- [(b) upon the affirmative recommendation of the County Executive, the Planning Board finds that the institution will provide increased access to quality educational opportunities for residents of the County or will otherwise provide training

or retraining for semi-skilled, skilled or professional workers.]

[(c) the higher educational institution agrees to use this facility primarily for educational purposes.]

[(4) General Requirements]

[(i) Not more than 250 jobs, in the aggregate, may be approved Countywide under paragraphs (2) and (3) of this subsection in FY 1991.]

[(ii) An applicant for health care facilities and higher education facilities who receives preliminary plan approval under this special ceiling allocation, shall not use this provision again at this location for a period of five years. An applicant shall not avoid the intent of the 250 jobs limit by submitting piecemeal applications.]

[(iii) Any development approved under this subsection must meet all zoning requirements and all other subdivision requirements, including standards for local area transportation review.]

[(iv) Development approved under this subsection will be added to the pipeline. However, other applicants with subdivision applications accepted as complete by the Planning Board prior to acceptance of a complete application for the development subject to the special ceiling allocation may be approved in accordance with the ceiling capacity available to it on its assigned queue date.]

[(v) The applicant for health care facilities and higher education facilities must enter into a traffic mitigation agreement for a period of at least ten years. The goals for this traffic mitigation agreement will be determined at the time of preliminary plan approval.]

[(vi) The Annual Growth Policy for FY 91 must contain a list of all pending or approved development under this subsection.]

(e) Ceiling Flexibility for Developer Participation Projects

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging

ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in this subsection, the same level of service criteria already established in the Annual Growth Policy shall be used in evaluating an application to be approved under these ceiling flexibility provisions.

In general, such approval above the staging ceiling shall be conditioned upon the planned and scheduled construction by either the applicant and/or the government, of some public facility projects, or other appropriate capacity measure (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the areawide level of service.

In general, the capacity addition must be scheduled for completion at the same time or before the proposed development is to be completed. The application must also be approved under Local Area Review standards. The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also will be evaluated carefully.

Both the subdivision plan and the necessary additional facilities must be in accordance with an adopted master plan or other relevant policy statement; the design of the facilities must be subject to mandatory referral to the Planning Board; and the applicant and the relevant public agency must execute an appropriate public works agreement prior to record plat approval.

The phase "additional transportation facilities" means transportation facilities other than those on which the policy area staging ceilings of the current Annual Growth Policy are based.

(i) Full-Cost Developer Participation

In cases where the applicant agrees to pay for the full cost of all the additional necessary public facilities, and the relevant administering agency has agreed, the Planning Board may approve subdivision plans that have public facility needs that exceed the net remaining capacity under the adopted staging ceiling.

When the applicant commits to provide the full cost of a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour[, peak-direction] automobile trips by as many trips as would be generated by the proposed development. After a preliminary subdivision plan has been approved on this basis, later applications may be credited for reduced trips generated by the new proposal.

(ii) Partial-Cost Developer Participation

Partial-cost developer participation is available for certain types of development projects under certain circumstances described below. In cases of proposed partial-cost developer participation, the Planning Board may approve subdivision plans that have public facility needs that exceed the net remaining capacity only if the following criteria, standards and requirements set forth in paragraphs (1) and (2), below, are met. Related guidance to the Planning Board is set forth in paragraph (5), including provisions relating to approval of, and participation by, other subdivision applicants. Procedures and requirements for Executive and legislative action for partial-cost developer participation are contained primarily in paragraphs (3) and (4).

(1) Eligible Project Criteria

- (a) The project has a development staging plan beyond four years and enables the consolidation or expansion of an employer already located in the County or allows the establishment of facilities for a new employer. Employer facilities must be primarily for specific and defined employment needs of the employer and not for the sale or leasing of speculative office, industrial or retail commercial space. The employer's business plan, purchase or lease arrangements, staging plan, occupancy projections, and other relevant factors should be considered to determine the primary purpose of the proposed facilities; or

- (b) The project has a development staging plan extending beyond four years and enables planned development of superior and integrated design and/or transit serviceability in zoning categories that expressly allow partial-cost developer participation as designated by the District Council; or
- (c) The project is to be located in the Research and Development Village, including the County-owned Life Sciences Center, as identified in the approved and adopted January 1985 Gaithersburg Vicinity Master Plan.

(2) Public-Private Participation Requirements

- (a) Additional transportation facilities proposed to serve an eligible project must be sufficient, when combined with net remaining capacity, to provide policy area capacity for both the eligible project and other completed subdivision applications that have been filed earlier than that of the eligible project within the policy area.
- (b) The applicant for the eligible project agrees to condition subdivision approval on a staging schedule which will link the issuance of specific building permits receivable in each staging period to the execution of specific transportation construction contracts in the same staging period.
- (c) The applicant for the eligible project must construct or agree to pay all costs for all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the State Consolidated Transportation Program (CTP).
- (d) The applicant for the eligible project agrees to contribute transportation facilities and/or cash in a minimum amount of the greater of the following:

- o A total of 35% of the cost of all additional transportation facilities, with the cost determined as of the date of execution of the construction contract; or
    - o A contribution of 100% of the costs of all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the adopted CTP; such costs are to be determined as of the date of execution of the construction contract for that transportation facility; or
    - o Impact fees, if applicable, at the date of issuance of building permit.
  - (e) All applicants with residential components agree to be subject to special conditions with regard to school capacity, as described in Section B, Guidelines for Public School Facilities, below.
  - (f) The applicant for an eligible project must execute a memorandum of understanding with the County Executive prior to Council action under paragraph (4)(b) specifying the private sector commitments under this paragraph. A separate participating subdivision applicant may also execute the memorandum of understanding. An applicant must agree in the memorandum of understanding that the public improvement agreement be made a condition of subdivision approval.
- (3) Procedures and Action -- Executive

All formal requests for staging ceiling flexibility under this provision must be made in writing to the County Executive after the applicant has filed a complete subdivision application with the Planning Board. The County Executive must review the request and determine whether or not to recommend authorizing

legislation and/or a CIP amendment. The following items, among other relevant factors, should be considered:

- (a) whether or not the proposed subdivision plan constitutes an eligible project and otherwise meets all requirements of this subsection;
- (b) whether or not the proposed additional transportation facilities are consistent with the Executive's transportation program in terms of timing, location, design and cost;
- (c) the effect of the proposal on County operating budget or capital programs;
- (d) the financial and managerial capability of the applicant to undertake all requirements of this subsection utilizing current estimates of rights-of-way, design, and construction costs, adjusted for inflation to the date expected for their payment;
- (e) the existence of unresolved transportation programming, fiscal, or other policy issues.

On not less than a quarterly basis, the County Executive must transmit to the Council and Planning Board, with a brief description of the reason, all written requests for partial cost developer participation that were not recommended. The Council may request the County Executive to reevaluate a request, to provide greater detail, or to initiate appropriate budgetary or legislative action.

(4) Procedures and Action -- County Council

- (a) All proposed CIP amendments and requests for legislative special Capital Improvements Project authorizations must be considered by the Council in accordance with all applicable fiscal and legislative procedures. In addition to any other information required to be submitted under law, the County Executive should submit to the Council information describing:

- o the eligible project for which the facilities are necessary;
- o the proposed staging schedule for both the facilities and the project;
- o public facility programming issues;
- o the impact on the County's finances, including the affordability of the proposed public facility program; and
- o a memorandum of understanding specifying, among other things, the private sector commitments under paragraph (2) above.

Before Council action, the Planning Board should comment on the public facility issues presented by the special capital improvement project legislation or CIP designation, the relationship between the additional transportation facilities and the proposed staging schedule, the effect on policy area ceilings, and any other relevant matters, as appropriate.

- (b) For additional transportation facilities required under paragraph (2)(a), above, to be available for partial-cost developer participation under this subsection, the County Council must:
- o enact all authorizing legislation that would be required under law for the facility; and
  - o designate the additional transportation facilities in the CIP, as appropriate, for partial cost developer participation or as being fully funded by the private sector.

Transportation facility projects remain subject to all necessary applicable appropriations and Federal, State and local regulatory or other approvals.

- (c) Subsequent to any favorable County Council action, the County Executive, or designee, must execute a detailed public improvement agreement that formalizes the memorandum of understanding. The County Executive must periodically report to the Council on the status of public improvement agreements under this subsection and notify the Council of any material changes in circumstances affecting its legislative actions under the partial-cost developer participation provisions.

(5) Planning Board Action; Other Subdivision Applicant Participation

- (a) In its determination of whether or not transportation facilities are adequate to meet the needs of an eligible project, the Planning Board may count those facilities that have received favorable Council action under paragraph (4)(b), above, for both policy area ceilings and local area review, without the need for those facilities to be shown in the Approved Road Program.
- (b) The Planning Board may similarly count these facilities and approve a subdivision plan with a completed application filing date that is earlier than that of the application of an eligible project if the applicant agrees to participate in the provision of additional transportation facilities, on a proportional trip generation or other agreed cost basis, and in accordance with the staging and public school requirements set forth in paragraph (2)(b) and (e), above. A public improvement agreement may include all participating subdivision applicants.
- (c) A nonparticipating applicant with an earlier application filing date than the eligible project may have its application approved within the same general time period as the eligible project if it meets normal local area review requirements; however, it must be conditioned so that building permits will be approved only when building permits for

the eligible project or participating subdivisions are eligible for approval. A nonparticipating applicant remains subject to all local area review and other regulatory requirements.

(iii) Miscellaneous Provisions

Further staging ceiling flexibility is not available in the Silver Spring CBD because traffic mitigation measures of the Transportation Management District have been relied upon to establish the ceilings for the Group VI Policy Area in Silver Spring.

The approval of preliminary plans which add only a few vehicle trips will be considered on a case-by-case basis by the Planning Board. In general, in policy areas with no ceiling balance (i.e., no remaining capacity), all land at one location for which zoning or other constraints permit no more than ten trips in total may receive approval of up to five trips. Nonresidential plans submitted for the purpose of expanding structures which were completed prior to 1982 may receive approval for additional development which add no more than five trips. (The term, "all land at one location," means all land that would be included in a determination of whether or not a project is a "significantly sized project" under the Planning Board's guidelines for Local Area Transportation Review [outlined in Montgomery County Planning Department's "Alternative Transportation Scenarios and Staging Ceilings," 1987.] which were adopted July 14, 1988.)

(f) Amendment of Policy Ceilings

From time to time, these staging ceilings may be amended by the Montgomery County Council, after public hearing, to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, revised levels of public service, and other relevant criteria. The effect of the various traffic alleviation measures approved under the 1986 Interim Growth Policy (i.e., short-term traffic alleviation measures) has not been included in the development of the policy area ceilings. If measurable results become evident, consideration could be given to revision of the ceilings.

Policy area ceilings may also be amended by the County Council to resolve public policy conflicts and to accomplish a particular public policy objective.

(g) Allocation of Staging Ceiling to Preliminary Plans of Subdivision

The Planning Board allocates available staging ceiling capacity in a policy area based on the queue date of an application for preliminary plan of subdivision approval.

(i) Assignment of queue date

The queue date of a preliminary plan of subdivision is the date:

- (1) a complete application is filed with the Planning Board;
- (2) an updated traffic study is filed, if required to obtain a new queue date under paragraph (iv)(2); or
- (3) six months after the prior queue date if the prior queue date expires under subparagraph (iii)(1)(a) and the application does not include a traffic study.

(ii) Calculation of available staging ceiling capacity

The Planning Board determines whether or not there is adequate staging ceiling capacity available for a project by subtracting the capacity required by projects with earlier queue dates from the remaining capacity on Table 2 as updated periodically. Based on this calculation, the Planning Board may:

- (1) approve a project for which there is sufficient capacity;
- (2) approve part of a project for which there is sufficient capacity, leaving the remainder of the project in the queue until additional capacity becomes available;
- (3) deny an application for a project for which there is insufficient capacity; or

- (4) defer approval of a project and leave the project in the queue until sufficient capacity becomes available for all or part of the project. In situations where there is insufficient capacity, staff should not reschedule a hearing on the application unless the applicant requests one.

If there is sufficient capacity for a project based on the queue date, the Planning Board must not deny an application based on pipeline changes while the queue date is in effect.

(iii) Expiration of queue date

- (1) A queue date for an application for preliminary plan of subdivision approval expires:
  - (a) six months after the queue date if there is sufficient staging ceiling capacity for the entire project on the queue date and the Planning Board has not scheduled the application for action;
  - (b) six months after sufficient capacity becomes available for the entire project if an updated traffic study is not required under paragraph (iv)(1);
  - (c) six months after an updated traffic study is filed if required under paragraph (iv)(1); or
  - (d) on the applicant's failure to request background data, to submit an updated traffic study, or to submit a complete updated traffic study after notice that a study is incomplete, all within the time limits in subsection (iv).
- (2) The Planning Board may grant up to a six-month extension of a queue date if the applicant demonstrates that a queue date expired or will expire because of governmental delay beyond the applicant's control.

(iv) Updated traffic studies

- (1) Required when sufficient capacity becomes available

The queue date of an application for which there is not sufficient staging ceiling capacity when the complete application is filed, and which includes a traffic study, will expire when sufficient capacity becomes available, unless the applicant:

- (a) requests background data from the Planning Board to prepare an updated traffic study within one month after capacity becomes available; and
- (b) submits an updated traffic study within one month after receiving the background data. However, if the Planning Board provides the background data between June 1 and September 15, the updated study must be submitted by October 15.

- (2) Required to obtain a new queue date after expiration

If the queue date of an application which includes a traffic study expires, an updated traffic study must be filed to obtain a new queue date.

- (3) Notice of incomplete updated traffic study

The Planning Board must notify an applicant within 15 days after an updated traffic study is filed if the study is incomplete. An applicant must file a complete traffic study within 30 days of receipt of the notice that a study is incomplete.

- [(v) Treatment of existing complete applications

An application which was accepted as complete before July 1, 1989, must continue to be processed under Section I.A.(1)(f) of the FY 1989 Annual Growth Policy for a period of six months after its queue date granted by the Planning Board prior to July 1, 1989. At the end of that period, the application will be processed under this section.]

- (2) Local Area Review (LAR)

The traffic simulation model used for Policy Area Review addresses the average level of traffic in the policy area. If

this were the only test, an area with acceptable average level of service could have one or more intersections, or roadway links, with unacceptably poor levels of service. It is necessary, therefore, that a local area test be applied to assure that new development is not allowed to cause such congestion.

Local Area Review shall, at all times, be consistent with the standards and staging mechanisms of adopted master plans and sector plans. In the Potomac Policy Area, only the areas contributing traffic to the following intersections will be subject to Local Area Review: (a) Montrose Road at Seven Locks Road; (b) Democracy Boulevard at Seven Locks Road; (c) Tuckerman Lane at Seven Locks Road; (d) Democracy Boulevard at Westlake Drive; (e) Westlake Drive at Westlake Terrace; (f) Westlake Drive at Tuckerman Lane; and (g) Bradley Boulevard at Seven Locks Road.

In the area designated as the Silver Spring CBD Policy Area, the Planning Board, in consultation with the Department of Transportation, will prepare performance evaluation criteria for its Local Area Review. These criteria will be used to accomplish: (1) safety for pedestrians and vehicles; (2) access to buildings and sites; and (3) traffic flow within the vicinity, at levels which are tolerable in an urban situation. The County Executive will publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program will list those actions to be taken by government to maintain traffic flow at tolerable levels in the Silver Spring CBD, and protect the surrounding residential area.

For analysis of properties located within the Friendship Heights Central Business District, as defined by the 1974 Friendship Heights Sector Plan, any traffic trips from approved and/or built projects on certain properties in the District of Columbia which exceed the total of 2,329 new trips allocated to those same properties in the District of Columbia pursuant and subject to the August 30, 1973, statement of the Inter-Jurisdictional Policy Task Force on Friendship Heights (as set forth in Appendix "E" and referred to on pages 39-41 of the 1974 Friendship Heights Sector Plan), shall not be used in making a determination that local intersections are operating at adequate levels of service.

Local Area Review must be undertaken for subdivisions which would generate more than 50 peak hour automobile trips in either of the following circumstances:

- o For the policy area, total approved development is within five percent of the policy area ceiling; or
- o For the local area, the proposed development is located near a congested area.

In administering the Local Area Review (LAR), the Planning Board must not approve a subdivision if it finds that an unacceptable peak-hour level of service will result after taking into account existing roads, programmed roads, available or programmed mass transportation, and improvements to be provided by the applicant. If the subdivision will affect an intersection, or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if it does not make the situation worse.

The midpoint of Level of Service E is presumed to be the condition under which a roadway intersection or link is operating at maximum capacity. Critical Lane Volumes or Link Level of Service higher than the midpoint of LOS E are deemed to reduce the overall efficiency of the road network. For Groups II to V Areas, a peak-hour level of service below the midpoint of LOS E is unacceptable for Local Area Review. In Group I Areas, Level of Service below Level of Service D is unacceptable for Local Area Review. Administrative guidelines for LAR in the Silver Spring CBD Policy Area have been adopted by the Planning Board (July 14, 1988).

The nature of the LAR test is such that a traffic study is necessary if local congestion is likely to occur. The Planning Board and staff will examine the applicant's traffic study to determine if adjustments are necessary to assure that the traffic study is a reasonable and appropriate reflection of the traffic impact of the proposed subdivision after taking into account all approved development and programmed transportation projects.

For Local Area Review purposes, the programmed transportation projects to be considered are those included in the most recent edition of the County Executive's Approved Road Program (ARP). The Approved Road Program shall include only roads programmed in the current approved Capital Improvements Program and the Maryland State Consolidated Transportation Program for which:

- (1) The County Executive has determined that construction will begin within two years of the effective date of the approved road program; and
- (2) In the case of the County CIP, 100 percent of the expenditure for contracts, have been appropriated.

For these purposes, roads required under Section 302 of the Charter to be authorized by law are not to be considered programmed until the time for petition to referendum has expired without a valid petition, or the authorizing law has been approved by referendum.

The Planning Board has adopted guidelines for the administration of Local Area Review. To the extent that they are consistent with these legislative guidelines, the Planning Board guidelines may continue to apply or to be amended as the Planning Board deems it necessary to do so.

In its administration of Local Area Review, the Planning Board shall give careful consideration to the recommendations of the County Executive concerning the applicant's traffic study and proposed improvements or any other aspect of the LAR.

(3) Traffic Mitigation Goals for Building Permits Subject to Requirements of Section 42A-9A.

[Any property that is subject to an adequate public facilities review prior to issuance of a building permit under the requirements of Article IV, Chapter 8 of the Montgomery County Code (Emergency Bill #25-89) must comply with commuting goals that must be achieved no later than one year after initial occupancy of the property and maintained for a ten-year term. Failure to achieve or maintain the goals shall require corrective action, forfeiture of a substantial security instrument, and/or liquidated damages. The commuting goals shall be consistent with the values in Table 3.]

Any property that is subject to an adequate public facilities review prior to issuance of a building permit under the requirements of Article IV, Chapter 8 of the Montgomery County Code (Emergency Bill #25-89), and in a policy area with no net remaining transportation ceiling capacity at the time of building permit application, must reasonably achieve the traffic mitigation goals identified in Table 3.

**B. Guidelines for Public School Facilities**

**(1) Geographic Area**

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 21 areas called high school clusters, as shown in Map 4. These areas coincide exactly with the cluster boundaries used by the Montgomery County Public School system.

The Council evaluated available capacity in each high school cluster and compared enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity four years out.

If insufficient capacity was available, the Council determined whether an adjacent cluster or clusters had sufficient capacity to cover the projected deficit in school capacity. The Council's groupings were only for the administration of the Adequate Public Facilities Ordinance and are not in any way a required action by the Board of Education in exercising its power to designate school service boundaries.

(2) School Capacity Measure

The Council used 110 percent of Council-funded program capacity as the school capacity measure in the administration of the Adequate Public Facilities Ordinance. This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the approved FY 90-95 CIP, the Council-funded regular program capacity is a class size of 25 for grades 1-6, 44 for half-day kindergarten where it is currently provided, 22 for all-day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

(3) Grade Levels

Each of the three grade level clusters, namely elementary, J/I/M, and high school, are assessed separately as part of the Annual Growth Policy. Using the approach outlined above and assuming the approved FY 91-96 CIP, the Council declares school capacity for school year 1994 to be adequate for anticipated growth during FY 91 in all high school clusters. Tables 4, 5, and 6 present the results of this analysis.

The Planning Board, in its review of preliminary plans of subdivisions in FY 1991, shall consider schools to be adequate for APFO purposes in all clusters. [for FY 1990.]

(4) Affordable Housing

Because school capacity for adequate public facility purposes has been determined adequate for FY 1991, the Special Ceiling Allocation for Affordable Housing may be invoked only with respect to transportation ceilings. The need for a Special Ceiling Allocation with respect to school capacity will be considered at such time that capacity is inadequate for a particular policy area.

**(5) Ceiling Flexibility for Partial Cost Developer Participation**

When a subdivision with a residential component is approved for transportation capacity under the provisions of the Partial Cost Developer Participation subsection, the Planning Board may approve the subdivision for school facility adequacy if:

(a) the subdivision is located in a school cluster area that has been designated as adequate for school capacity; and (b) the applicant agrees to condition his subdivision approval on a staging schedule, which will require the applicant to receive a subsequent APF approval for school capacity for all of the housing units that are scheduled in the staging plan to receive building permits after the end of the four-year period used in calculating school capacity in this Annual Growth Policy. This does not imply any obligation on the part of the Council to provide public school facilities in accordance with any staging plan and the applicant may provide private resources for school sites and/or school construction in order to assure adequate school capacity.

**C. Guidelines for Water and Sewerage Facilities**

In accordance with the language of the Adequate Public Facilities Ordinance itself, both for policy areas with a staging ceiling and in those without one, applications shall be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, or is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan (i.e., categories I, II, and III) or if the applicant either provides a community water and/or sewerage system or meets health department requirements for septic and/or well systems, as outlined in the Adequate Public Facilities Ordinance. These requirements are determined either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining a satisfactory percolation test from the County Health Department.

Applications will only be accepted for further Planning staff and Board consideration if they present evidence of meeting the appropriate requirements.

**D. Guidelines for Police, Fire and Health Services**

The Planning Board and staff shall consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence to

believe that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and Operating Budgets of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision Review committee clearinghouse, or through public commentary or planning staff consideration, a Local Area Review shall be undertaken. Such review shall seek a written opinion from the relevant agency, and will require, if necessary, additional data from the applicant, to facilitate the completion of the Planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the approved CIP shall be compared to the demand generated by the "most probable" forecast for the same year prepared by the Montgomery County Planning Department.

E. Guidelines for Resubdivisions

Applications to amend a previously approved preliminary plan of subdivision shall not require a new test for adequacy of public facilities in the following instances:

- o Revisions are made to a preliminary plan which has not been recorded. Provided that the preliminary plan has not expired and the number of trips which will be produced by the revised plan is not greater than the trips produced by the original plan.
- o Resubdivision of a recorded lot involving the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or one percent of the combined area, whichever is greater) between owners of adjoining properties for the purpose of small adjustments in boundaries.
- o Resubdivision of a recorded lot involving more than 2,000 square feet or one percent of the lot area provided that less than three years have passed since preliminary plan approval; or if construction has begun on any portion of the preliminary plan, less than five years have passed since preliminary plan approval; or, if construction of an APF-related road improvement required as a condition of the original preliminary plan is proceeding as scheduled, less than ten years have passed since preliminary plan approval. In addition to meeting the requirements above, the number of trips which will be produced by the revised plan shall not be greater than the trips in the original plan.

II. Timely Adequate Public Facilities Determination and Local Area Transportation Review Under Chapter 8 -- Buildings.

Except as otherwise provided by law, an adequate public facilities determination or local area transportation review conducted under Article IV of Chapter 8 must use the standards and criteria applicable under Section IA, parts (2) and (3) of this Resolution when evaluating the adequacy of public facilities to serve the proposed development.

III [III]. Process for Amending the Annual Growth Policy

Chapter 33A, Division 2, of the Montgomery County Code provided that "the County Council may adopt a subsequent resolution, after public hearing, to amend the Annual Growth Policy." The amendment process should be reserved for situations in which a need arises to resolve broad policy issues without waiting for the annual cycle of revision. In such cases, the process should follow a format similar to the one provided for the annual revision process under Chapter 33A, consisting of the following steps:

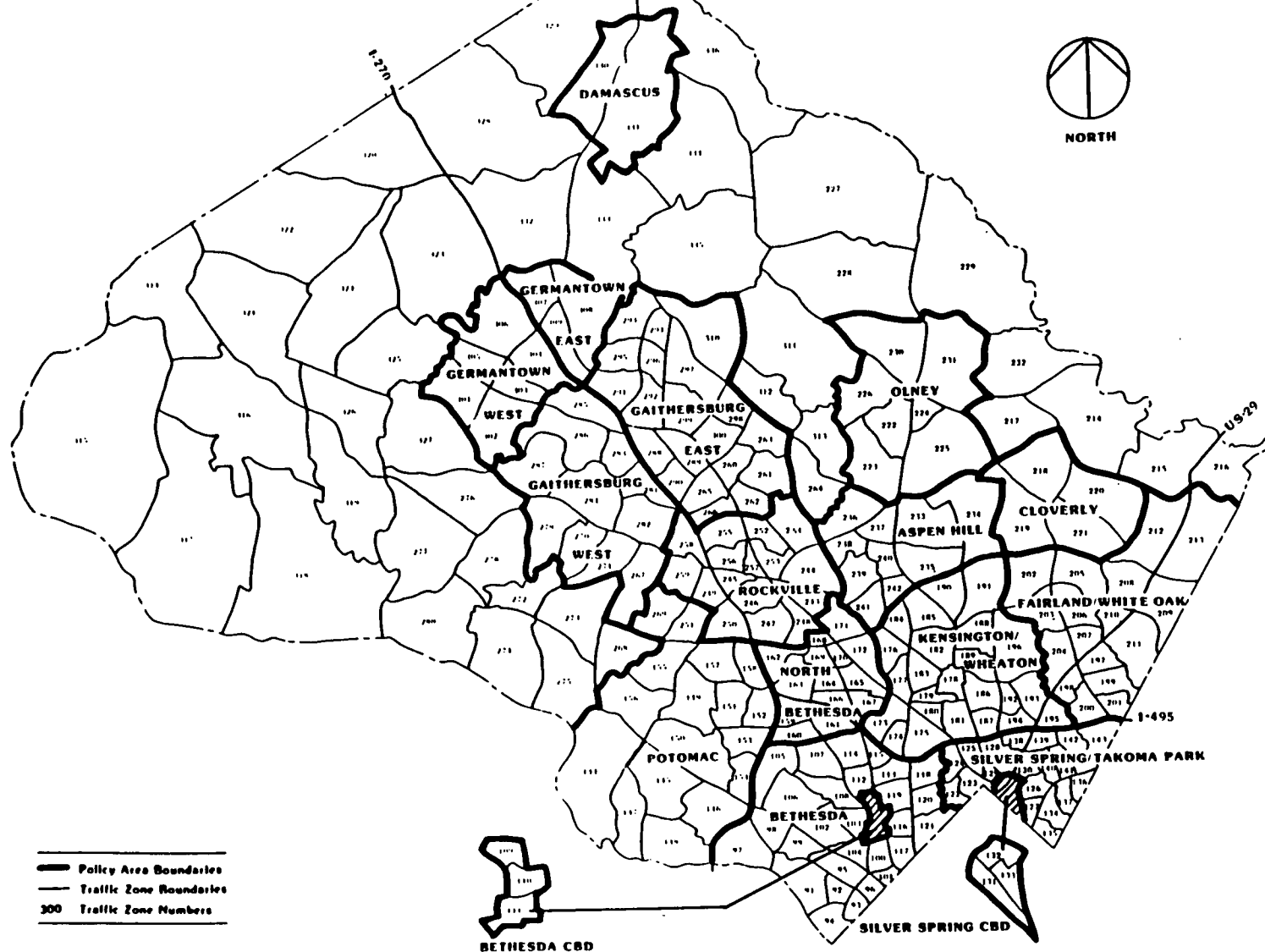
- (1) A request for amendment must be made in writing to the Planning Board.
- (2) The Planning Board may, in response to such request or on its own initiative, prepare an amendment. The amendment must be accompanied by a statement of the severity of the problem addressed, the nature of the conflict in public policies which is involved, and approaches for resolving the conflict, including any specific recommendations. In cases where the Council or Executive requests an amendment which the Planning Board does not support, the Board must prepare a draft which complies with the original request, in addition to its own recommendations.
- (3) The Planning Board's amendment must be submitted to the County Executive, who may make revisions in the form of specific additions or deletions, and who must then recommend an amendment to the County Council.
- (4) After public hearing by the County Council, the Council may approve, approve with revisions, or disapprove, the amendment recommended by the Executive.
- (5) The Planning Board's amendment must be forwarded to the County Executive not more than forty-five days after receipt of a written request from the Executive or Council. The Executive's recommended amendment must be

forwarded to the County Council not more than thirty days after receipt of the Planning Board's amendment. The Council should act on the recommended amendment not more than 45 days after the closing of the public hearing record.

IV [IIII]. Issues to be Addressed During Next Fiscal Year

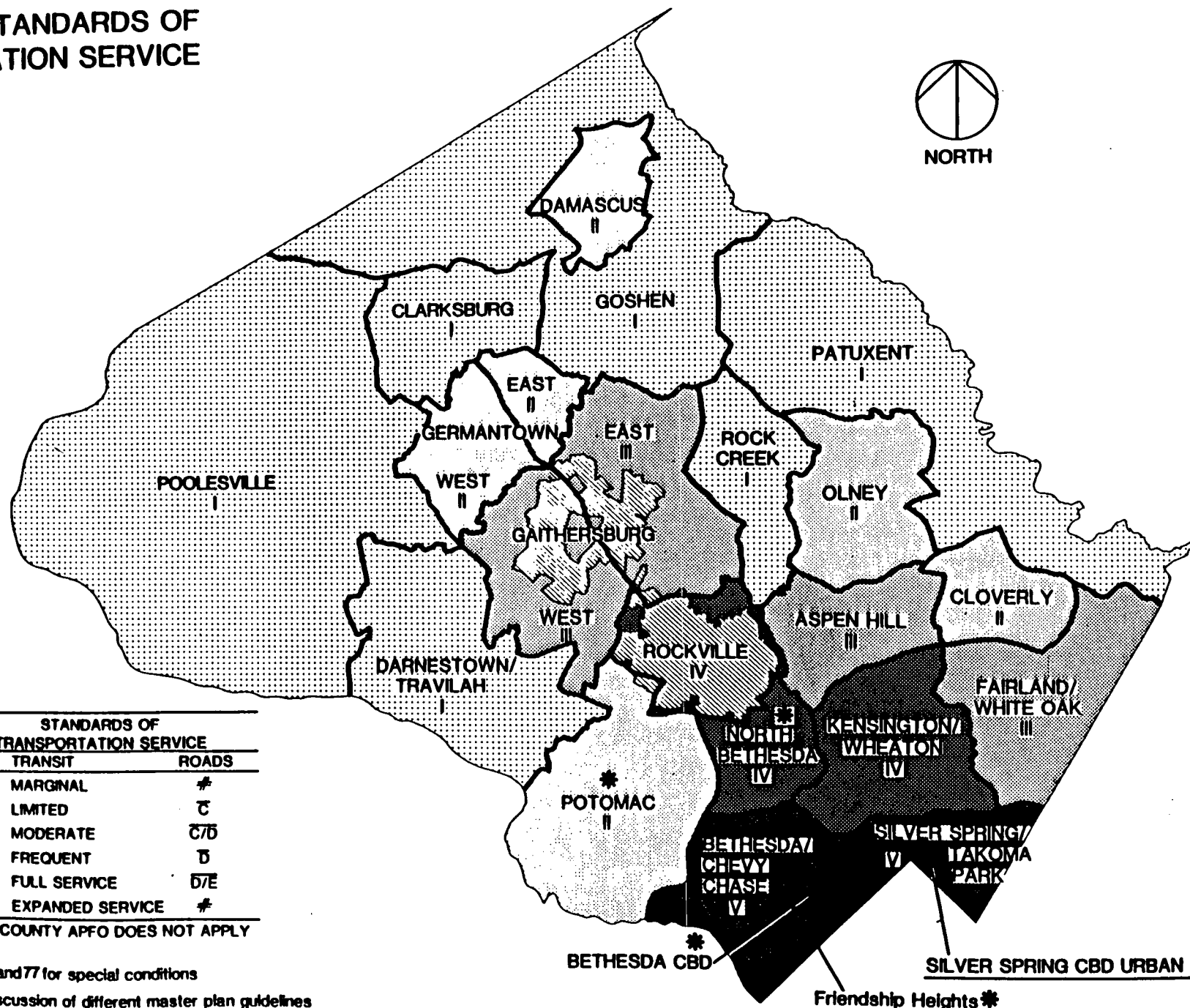
In adopting the FY 1991 Annual Growth Policy, the Council recognizes that not all aspects of a comprehensive approach to growth policy can be dealt with in one year. To ensure that the policy making process continues to be developed and refined, the following matters are to be dealt with further during the next fiscal year.

# **MAP 1** **POLICY AREAS BY TRAFFIC ZONES** Montgomery County Maryland



# MAP 2 STANDARDS OF TRANSPORTATION SERVICE

86



- \* See text on page 75 and 77 for special conditions
- \* See page 75 for a discussion of different master plan guidelines

**CHART 1: CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS**

Average Level of Service Standards	Group Classifications	Public Transport Alternatives to Automobile Travel	Transit Services Available or Programmed				
			Auto Dependent System	and/or	Bus Base Systems	and/or	Fixed Guideway Systems
			Park/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vehicle Priority Systems	Commuter Rail or Light Rail	Metrorail
•	I	Marginal	Marginal access to stations or bus routes outside of the area	Not available	Not available	Marginal amount of the area is within walk access	Not Available
$\overline{C}$	II	Limited	Limited number of park/ride spaces	Limited coverage and frequency	Limited park/ride spaces or lots with local bus service	Limited park/ride access and walk access	Park/ride and kiss/ride access limited to nearby stations outside of the area
$\overline{C/D}$	III	Moderate	Moderate number of park/ride spaces, limited kiss/ride service	Moderate coverage, service limited to policy frequencies	Moderate express bus service in conjunction with a system of park/ride lots	Moderate parking or walk access with system transfers	Moderate station coverage in the area with associated feeder access
$\overline{D}$	IV	Frequent	Moderate park/ride spaces and moderate kiss/ride service	Moderate coverage, combined policy and frequent demand-based service	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a system of park/ride lots	Same as Group III above	More dense spacing of stations and bus routes
$\overline{D/E}$	V	Full	Limited park/ride with full reliance on kiss/ride access	Full area coverage and a large number of routes with frequencies based on demand	Same as Group IV above	Same as Group III above	Full frequency and full reliance on kiss/ride, easier walk and bicycle access
•	VI	Expanded	Expanded park/ride with reliance on kiss/ride access	Expanded bus frequencies; 100 buses in PM peak	Same as Group IV above	Same as Group III above	Designated CBD; controlled parking; Transportation Mgmt. District

\* See Text of the Recommended FY 90 AGP for Methods and Standard of Measuring Traffic.

Source: Montgomery County Planning Department.

TABLE 1

**Recommended FY 91 APF Transportation Ceilings**  
(January 1989 Base)

Policy Areas[2]	Housing Units Ceilings	Jobs Ceilings
Aspen Hill	(1,954)	358
Bethesda CBD[1]	1,638	4,157
Bethesda/Chevy Chase	3,868	11,049
Cloverly	(1,845)	(80)
Damascus	(569)	776
Fairland/White Oak	(469)	(2,501)
Gaithersburg East	6,270	5,624
Gaithersburg West	8,364	25,520
Germantown East	2,407	2,401
Germantown West [2]	2,650	7,615
Kensington/Wheaton	2,698	6,569
North Bethesda	849	5,738
Olney	2,903	834
Potomac[1]	3,424	3,019
Rockville	3,350	15,163
Silver Spring CBD	3,382	11,849
Silver Spg/Takoma Pk	678	936
County Wide[3]	42,481	101,608

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTY WIDE TOTALS BECAUSE  
NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

*[1] Although Net Ceilings are shown for all policy areas development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.*

*[2] Policy area for which the FY 90 net staging ceiling may need to be reduced because a road project included in the FY 90-95 CIP has been reduced by 2 or more years in the FY 91-96 CIP*

*[3] Group I policy areas (e.g., Clarksburg) are not assigned staging ceilings; thus they are not included in Countywide totals. In these areas applications are subject to Transportation Local Area Review as well as relevant Zoning/Water/Sewer constraints.*

Source: Montgomery County Planning Department, Research Division,  
November, 1989; Office of Planning Policies, Dec. 1989

TABLE 2

**Remaining Capacity Under Recommended FY 91  
Transportation Ceilings**  
January 1989 Base

Policy Areas	----- Net Housing Ceiling	Housing Pipeline 28-Sep-89	----- Remain- ing Capacity	----- Net Job Ceiling	-Jobs- Pipeline 28-Sep-89	----- Remain- ing Capacity
	A	B	C=A-B	D	E	F=D-E
Aspen Hill	(1,954)	3,244	(5,198)	358	86	272
Bethesda CBD[1]	1,638	840	798	4,157	3,982	175
Beth/Chvy Chs	3,868	1,717	2,151	11,049	927	10,122
Cloverly	(1,845)	208	(2,053)	(80)	13	(93)
Damascus	(569)	264	(833)	776	426	350
Frlnd/White Oak	(469)	1,925	(2,394)	(2,501)	8,945	(11,446)
Gaithersburg E.	6,270	4,173	2,097	5,624	11,194	(5,570)
Gaithersburg W	8,364	5,742	2,622	25,520	26,877	(1,357)
Germantown E.	2,407	1,119	1,288	2,401	1,841	560
Grmntwn W.[2]	2,650	2,722	(72)	7,615	8,114	(499)
Knsngtn/Whtn	2,698	354	2,344	6,569	433	6,136
North Bethesda	849	1,476	(627)	5,738	9,926	(4,188)
Olney	2,903	2,597	306	834	763	71
Potomac[1]	3,424	1,423	2,001	3,019	251	2,768
Rockville	3,350	831	2,519	15,163	18,613	(3,450)
Silver Spg CBD	3,382	1,698	1,684	11,849	11,409	440
Slvr Spg/Tak Pk	678	184	494	936	1,031	(95)
County Wide[3]	42,481	30,517	18,304	101,608	104,831	20,894

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTY WIDE TOTALS BECAUSE  
NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

[1] Although Net Ceilings are shown for all policy areas development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

[2] Policy area for which the FY 90 net staging ceiling may need to be reduced because a road project included in the FY 90-95 CIP has been reduced by 2 or more years in the FY 91-96 CIP

[3] Group I policy areas (e.g., Clarksburg) are not assigned staging ceilings; thus they are not included in Countywide totals. In these areas applications are subject to Transportation Local Area Review as well as relevant Zoning/Water/Sewer constraints.

Source: Montgomery County Planning Department, Research Division,  
November, 1989; Office of Planning Policies, Dec. 1989

..... CBD BOUNDARY

400 0 400  
200 800 FEET

NORTH

CBD BOUNDARY

Table 3

Traffic Mitigation Goals for Loophole Closure Properties  
as Defined in Bill 25-89

<u>LOCATION OF PROPERTY</u>	<u>PROXIMITY TO METRO STATION</u>	<u>NON-DRIVER COMMUTING GOAL</u>
<u>Cloverly</u> <u>Damascus</u> <u>Germantown East &amp; West</u> <u>Olney</u>	<u>&gt;1600'</u>	<u>17%</u>
<u>Aspen Hill</u> <u>Fairland/White Oak</u> <u>Gaithersburg East &amp; West</u> <u>Potomac</u> * <u>Rockville</u>	<u>&lt; 800'</u> <u>800'-1600'</u> <u>&gt;1600'</u>	<u>29%</u> <u>25%</u> <u>21%</u>
<u>Kensington/Wheaton</u> <u>North Bethesda</u>	<u>&lt; 800'</u> <u>800'-1600'</u> <u>&gt;1600'</u>	<u>37%</u> <u>34%</u> <u>25%</u>
<u>Bethesda/Chevy Chase</u> <u>Silver Spring/Takoma Park</u>	<u>&lt; 800'</u> <u>800'-1600'</u> <u>&gt;1600'</u>	<u>49%</u> <u>41%</u> <u>33%</u>
<u>Bethesda CBD</u> * <u>Silver Spring CBD</u>	<u>&lt; 800'</u> <u>800'-1600'</u> <u>&gt;1600'</u>	<u>55%</u> <u>50%</u> <u>45%</u>

Source: Montgomery County Planning Department  
Transportation Planning Division

\*Deleted by County Executive. See text for rationale.

Map 4

Boundaries for  
School Areas and  
High School Clusters

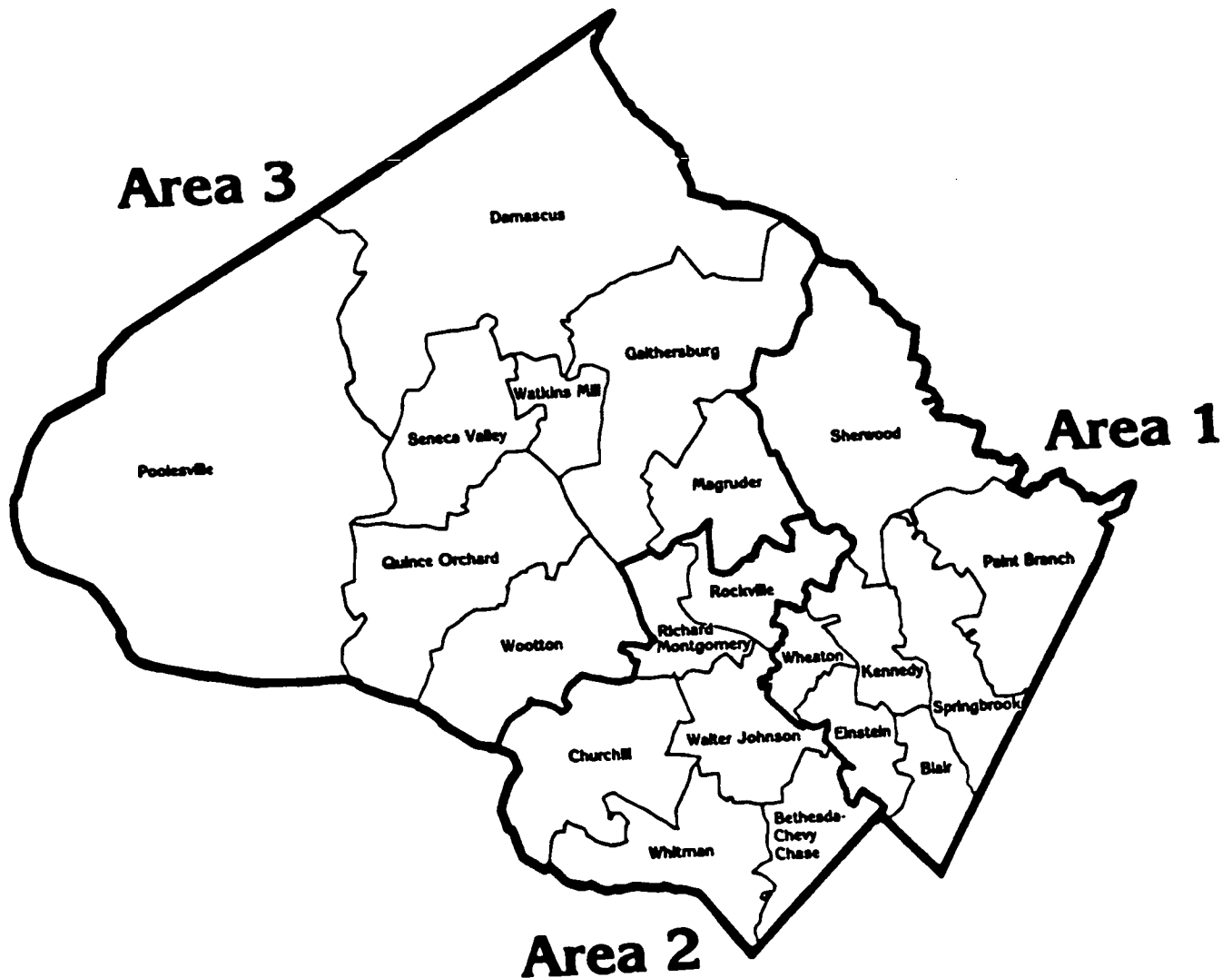


Table 4

**COUNTY EXECUTIVE'S RECOMMENDED FY 91 - 96 CIP  
ELEMENTARY SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA  
PROJECTED 1994 ENROLLMENT AND RECOMMENDED CAPACITY**

HIGH SCHOOL CLUSTER AND AREA	SEPTEMBER 1994 ENROLLMENT PROJECTED BY MCPS	100 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP	CAPACITY REMAINING AT 100 PERCENT B - A	110 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP	CAPACITY REMAINING AT 110 PERCENT D - A
	A	B	C	D	E
BLAIR	4,632	4,968	336	5,465	833
EINSTEIN	2,930	2,961	31	3,257	327
KENNEDY	2,800	2,631	31	2,894	294
PAINT BRANCH	3,786	3,875	89	4,263	477
SHERWOOD	2,785	2,780	(5)	3,058	273
SPRINGBROOK	4,106	4,359	253	4,795	689
WHEATON	<u>2,340</u>	<u>2,824</u>	<u>484</u>	<u>3,106</u>	<u>766</u>
TOTAL AREA 1	23,179	24,398	1,219	26,838	3,659
BETHESDA-CHEVY CHASE	3,103	2,873	(230)	3,160	57
CHURCHILL	2,364	2,513	149	2,764	400
WALTER JOHNSON	2,628	2,800	172	3,080	452
R. MONTGOMERY	2,548	2,479	(69)	2,727	179
ROCKVILLE	2,224	2,813	589	3,094	870
WHITMAN	<u>2,170</u>	<u>2,168</u>	<u>(2)</u>	<u>2,385</u>	<u>215</u>
TOTAL AREA 2	15,037	15,648	609	17,211	2,174
DAMASCUS	3,360	3,155	(205)	3,471	111
GAITHERSBURG	5,971	6,194	223	6,813	842
MAGRUDER	2,370	2,527	157	2,780	410
POOLESVILLE	1,033	951	(82)	1,046	13
QUINCE ORCHARD	4,448	4,744	296	5,218	770
SENECA VALLEY	5,126	5,361	235	5,897	771
WATKINS MILL	3,760	3,337	(423)	3,671	(89)
WOOTTON	<u>3,446</u>	<u>3,071</u>	<u>(375)</u>	<u>3,378</u>	<u>(68)</u>
TOTAL AREA 3	29,514	29,340	(174)	32,274	2,760
TOTAL COUNTY	67,730	69,384	1,654	76,322	8,592

Program capacity is 90 percent of State rated capacity or 22.5 students per classroom.

Table prepared by Office of Management and Budget, December 20, 1989.

Source: Board of Education's Requested FY 91 Capital Budget and the FY 91-96 Capital Improvement Program and the County Executive's Recommended Capital Improvement Program FY 91-96.

Table 5

COUNTY EXECUTIVE'S RECOMMENDED FYs 91 - 96 CIP  
JIM SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA  
PROJECTED 1994 ENROLLMENT AND RECOMMENDED CAPACITY

HIGH SCHOOL CLUSTER AND AREA	SEPTEMBER 1994 ENROLLMENT PROJECTED BY MCPS A	PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP B	CAPACITY REMAINING AT 100 PERCENT B - A C	PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP D	CAPACITY REMAINING AT 110 PERCENT D - A E
BLAIR	2,295	1,602	(693)	1,762	(533)
EINSTEIN	1,153	1,197	44	1,317	164
KENNEDY	1,254	1,647	393	1,812	558
PAINT BRANCH	1,529	1,535	6	1,688	159
SHERWOOD	1,288	1,341	53	1,475	187
SPRINGBROOK	1,639	1,854	215	2,039	400
WHEATON	<u>1,025</u>	<u>1,125</u>	<u>100</u>	<u>1,238</u>	<u>213</u>
TOTAL AREA 1	10,183	10,301	118	11,331	1,148
BETHESDA-CHEVY CHASE	626	909	283	1,000	374
CHURCHILL	1,131	1,616	485	1,778	647
WALTER JOHNSON	1,129	1,125	(4)	1,238	109
R. MONTGOMERY	896	896	0	986	90
ROCKVILLE	922	963	41	1,059	137
WHITMAN	<u>988</u>	<u>1,017</u>	<u>29</u>	<u>1,119</u>	<u>131</u>
TOTAL AREA 2	5,692	6,526	834	7,179	1,487
DAMASCUS	755	869	114	955	200
GAITHERSBURG	1,302	1,179	(123)	1,297	(5)
MAGRUDER	1,157	1,080	(77)	1,188	31
POOLESVILLE	0	0	0	0	0
QUINCE ORCHARD	1,067	1,062	(5)	1,168	101
SENECA VALLEY	1,823	1,850	27	2,035	212
WATKINS MILL	1,007	752	(256)	827	(180)
WOOTTON	<u>770</u>	<u>837</u>	<u>67</u>	<u>921</u>	<u>151</u>
TOTAL AREA 3	7,881	7,628	(253)	8,391	510
TOTAL COUNTY	23,756	24,454	699	26,900	3,144

Program capacity is 90 percent of State rated capacity or 22.5 students per classroom.

Table prepared by Office of Management and Budget, December 20, 1989.

Source: Board of Education's Requested FY 91 Capital Budget and the FY 91-96 Capital Improvement Program and the County Executive's Recommended Capital Improvement Program FY 91-96.

Table 6

**COUNTY EXECUTIVE'S RECOMMENDED FY 91 - 96 CIP  
SENIOR HIGH SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA  
PROJECTED 1994 ENROLLMENT AND RECOMMENDED CAPACITY**

HIGH SCHOOL CLUSTER AND AREA	SEPTEMBER 1994 ENROLLMENT PROJECTED BY MCPS A	PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP B	CAPACITY REMAINING AT 100 PERCENT B - A C	PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FY 91-96 CIP D	CAPACITY REMAINING AT 110 PERCENT D - A E
BLAIR	2,317	2,039	(279)	2,242	(75)
EINSTEIN	1,289	1,431	142	1,574	285
KENNEDY	1,292	1,350	58	1,485	193
PAINT BRANCH	1,679	1,674	(5)	1,841	162
SHERWOOD	1,493	1,557	64	1,713	220
SPRINGBROOK	2,065	2,070	5	2,277	212
WHEATON	<u>1,351</u>	<u>1,233</u>	<u>(118)</u>	<u>1,356</u>	<u>5</u>
<b>TOTAL AREA 1</b>	<b>11,486</b>	<b>11,354</b>	<b>(133)</b>	<b>12,489</b>	<b>1,003</b>
BETHESDA-CHEVY CHASE	1,239	1,535	296	1,688	449
CHURCHILL	1,474	1,589	115	1,747	273
WALTER JOHNSON	1,213	1,557	344	1,713	500
R. MONTGOMERY	1,492	1,530	38	1,683	191
ROCKVILLE	1,145	1,314	169	1,445	300
WHITMAN	<u>1,300</u>	<u>1,458</u>	<u>158</u>	<u>1,604</u>	<u>304</u>
<b>TOTAL AREA 2</b>	<b>7,863</b>	<b>8,982</b>	<b>1,119</b>	<b>9,880</b>	<b>2,017</b>
DAMASCUS	1,236	1,530	294	1,683	447
GAITHERSBURG	1,872	1,841	(32)	2,025	153
MAGRUDER	1,546	1,337	(210)	1,470	(76)
POOLESVILLE	681	860	179	945	264
QUINCE ORCHARD	1,979	1,890	(89)	2,079	100
SENECA VALLEY	1,757	1,688	(70)	1,856	99
WATKINS MILL	1,690	1,508	(183)	1,658	(32)
WOOTTON	<u>1,703</u>	<u>1,575</u>	<u>(128)</u>	<u>1,733</u>	<u>30</u>
<b>TOTAL AREA 3</b>	<b>12,464</b>	<b>12,227</b>	<b>(238)</b>	<b>13,449</b>	<b>985</b>
<b>TOTAL COUNTY</b>	<b>31,813</b>	<b>32,562</b>	<b>749</b>	<b>35,818</b>	<b>4,005</b>

Program capacity is 90 percent of State rated capacity or 22.5 students per classroom.

Table prepared by Office of Management and Budget, December 20, 1989.

Source: Board of Education's Requested FY 91 Capital Budget and the FY 91-96 Capital Improvement Program and the County Executive's Recommended Capital Improvement Program FY 91-96.

# Appendices

## APPENDICES

### TABLE OF CONTENTS

	Page
A. The Capital Improvements Program . . . . .	A-1
B. Policy Area Staging Charts and Statistical Profiles . . . . .	B-1
C. Overview of the Annual Growth Policy Process . . . .	C-1
D. Growth Policy Legislation. . . . .	D-1
E. Alternative Growth Scenarios . . . . .	E-1
F. Definitions and Key Variables. . . . .	F-1
G. Acknowledgements . . . . .	G-1

Appendix A:

# The Capital Improvements Program

## THE CAPITAL IMPROVEMENTS PROGRAM

The Recommended Annual Growth Policy (AGP) and the Recommended Capital Improvements Program (CIP) for FY 91-96 are necessarily linked. The CIP contains capital projects needed to support continued orderly growth in the County. The staging ceilings recommended in the AGP are based on these capital projects.

This Appendix identifies those transportation and school capital projects which affect staging ceilings.

# 1. Capital Improvements Program: Transportation

## THE CAPITAL IMPROVEMENTS PROGRAM

### 1. Transportation Program

The attached Tables show the Executive's Recommended FY 91-96 road and transit programs which are scheduled for construction completion within the first four years (FY 91-94) of the CIP program. These road and transit projects can be counted in determining staging ceiling capacity for this year's Recommended AGP.

In addition to County projects, State, WMATA, and the City of Rockville projects can be counted toward staging ceiling capacity. These projects are also included in the Tables.

Following the Tables are maps which illustrate the Countywide impact of the road and transit projects.

**TABLE 1: LIST OF HIGHWAY PROJECTS BY POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 91-96 CIP, THE CITY CIPS, OR THE MDDOT FY 90-95 CONSOLIDATED TRANSPORTATION PROGRAM. PROJECTS LISTED BELOW ARE COUNTED FOR ROAD CAPACITY IN THIS YEAR'S AGP.**

**POLICY AREA**

<b>Project No.</b>	<b>Map No.</b>	<b>Project Name (Underlined) with Phases and/or Limits</b>	<b>Scope of Improvement</b>	<b>Approved Road Program of 7/1/89</b>	<b>100% of Const. Expenditures By Fiscal Year</b>
<b><u>ASPEN HILL</u></b>					
153011	1.	<u>Layhill Road Widening</u> Bel Pre Road to Longmead Road	+2 Lanes Divided	Y	91
<b><u>BETHESDA CBD</u></b>					
<b><u>BETHESDA CHEVY CHASE</u></b>					
793369	2.	<u>Friendship Blvd./The Hills Plaza</u> Phase I: The Hills Plaza Extended	4 Lanes	Y	91
		Phase II: Friendship Boulevard	4 Lanes	Y	93
151087	3.	<u>I-495 Widening (Capital Beltway)</u> Potomac River To River Road (MD 190)	+2 Lanes	Y	91
<b><u>CLOVERLY</u></b>					
863119	4.	<u>Ednor Road Bridge</u> Northwest Branch	2 Lane Bridge	N	91
673940	5.	<u>Bonifant Road</u> Layhill Road (MD 182) to New Hampshire Avenue (MD 650)	Capacity Widening	Y	91
<b><u>DAMASCUS</u></b>					
Special Projects	6.	<u>Ridge Road (MD 27)</u> Lewis Drive to Main Street (MD 108)	Geometric Improvements	Y	90
873121	7.	<u>Sweepstakes Road</u> Ridge Road (MD 27) to Woodfield Road (MD 124)	Residential Primary	N	93
<b><u>FAIRLAND/WHITE OAK</u></b>					
152040	9.	<u>Columbia Pike (US 29)</u> New Hampshire Avenue (MD 650) to Industrial Parkway and Greencastle Road to north of Sandy Spring Road (MD 198)	+2 Lanes	Y	91
883103	10.	<u>Briggs Chaney Road Widening</u> Phase I: Bridge Widening	2 Lane Bridge	Y	91
833963	11.	<u>Fairland Road</u> Randolph Road to Columbia Pike (US 29)	Capacity Widening	Y	91
833969	60.	<u>E. Randolph Road Widening</u> Phase II: Fairland Road to Old Columbia Pike	+3 Lanes	N	94
833888	12.	<u>E. Randolph Road Widening</u> Phase I: New Hampshire Avenue (MD 650) to Fairland Road	+4 Lanes Divided	Y	92
873114	13.	<u>Briggs Chaney Realignment East</u> Old Columbia Pike to 1400' West	2 Lanes	Y	93

TABLE 1 (Continued)

**POLICY AREA**

Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b><u>FAIRLAND/WHITE OAK (cont'd)</u></b>					
SRP-44	14.	<u>MD 650/Randolph Road</u> Randolph Road to Notley Road	+2 Lanes	N	by developer
<b><u>GAITHERSBURG EAST</u></b>					
151015	15.	<u>I-370 Metro Connection</u> I-270 to Shady Grove Metro Access Road	4-6 Lanes Freeway	Y	90
151024	16.	<u>I-270 Widening</u> Montgomery Village Avenue (MD 124) to Shady Grove Road	+2 Lanes CD Roads	Y	90
153065	17.	<u>Midcounty Highway Widening (MD 115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+2 Lanes Divided	Y	91
SRP-58	18.	<u>MD 124 Relocated</u> Midcounty Highway to Muncaster Mill Road (MD 115)		N	by developer
763815	19.	<u>Gude Drive Railroad Bridge</u> Over B&O and Metro Tracks	+3 Lanes Divided	Y	91
793177	20.	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive Section II: Calhoun Dr. to Dover Rd. Section III: Dover Rd. to Southlawn Ln.	+4 Lanes Divided +2 Lanes Divided +3 Lanes Divided	Y Y Y	91 91 91
853176	21.	<u>Airpark Road/Shady Grove Road Ext.</u> Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	93
853137	22.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court; Apple Ridge Rd. to past Great Seneca CK.	+2 Lanes	Y	91
823754	62.	<u>Watkins Mill Road Bridge</u> Whetstone Run Stream	+2 Lanes	N	94
723271	23.	<u>Gude Drive Extension, Phase II</u> Piccard Dr. to Frederick Ave. (MD 355)	+2 Lanes Divided	Y	91
<b><u>GAITHERSBURG WEST</u></b>					
	24.	<u>Perry Parkway</u> West Diamond Avenue (MD 117) to Frederick Avenue (MD 355)	4 Lanes	N	89
151024	25.	<u>I-270 Widening</u> Montgomery Village Avenue (MD 124) to Shady Grove Road	+2 Lanes CD Roads	Y	90
853121	26.	<u>Key West Ave.-Shady Grove to Gude Dr.</u> Phase II: Shady Grove Road to Gude Dr.	+2 Lanes Divided	Y	91

TABLE 1 (Continued)

**POLICY AREA**

Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b><u>GAITHERSBURG WEST (cont'd)</u></b>					
803530	27.	<u>Key West Avenue-MD 28, Phase III</u> Darnestown Road (MD 28) to Great Seneca Highway	+2 Lanes Divided	Y	91
		Great Seneca Hwy. to Shady Grove Rd.	+4 Lanes Divided	Y	91
743799	28.	<u>Longdraft Road, Phase II</u> Clopper Rd. (MD 117) from Metropolitan Grove Road to Game Preserve Road	+2 Lanes	Y	92
663907	29.	<u>Fields Road</u> Muddy Branch Road to Omega Drive	+3 Lanes	Y	91
863111	30.	<u>Great Seneca Highway, Phase III</u> Great Seneca Creek to Quince Orchard Road (MD 124)	4 Lanes Divided	Y	91
853122	31.	<u>Sam Ego Highway</u> Phase I: I-270 to Fields Rd. South	6 Lanes Divided	Y	91
		Phase II: Fields Rd. South to Great Seneca Highway	4 Lanes Divided	N	92
153387	63.	<u>MD 28, Darnestown Road</u>			
	a.	I-270 to Research Boulevard	+2 Lanes	N	94
	b.	Research Boulevard to Gude Drive	6 Lanes Divided	N	94
	c.	Key West Avenue to Dufief Mill Road	+2 Lanes Divided	N	94
	d.	Dufief Mill Rd. to Quince Orchard Road	+4 Lanes Divided	N	94
	e.	Quince Orchard Road to Riffleford Road	+2 Lanes Divided	N	94
<b><u>GERMANTOWN EAST</u></b>					
151024	32.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+2 Lanes New Interchange	Y	92
853137	33.	<u>Watkins Mill Road-School Access</u> Apple Ridge Rd. to past Great Great Seneca Creek	+2 Lanes	Y	91
863125	34.	<u>Middlebrook Road</u> Phase II: I-270 to Frederick Road (MD 355)	3 Lanes	Y	91
863171 153023	35.	<u>MD 118 Relocated (Germantown Road)</u> Phase II: I-270 to Frederick Road (MD 355)	6 Lanes Divided	N	93

TABLE 1 (Continued)

<b><u>POLICY AREA</u></b>					
<b>Project No.</b>	<b>Map No.</b>	<b>Project Name (Underlined) with Phases and/or Limits</b>	<b>Scope of Improvement</b>	<b>Approved Road Program of 7/1/89</b>	<b>100% of Const. Expenditures By Fiscal Year</b>
<b><u>GERMANTOWN WEST</u></b>					
151024	36.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+2 Lanes New Interchange	Y	92
863111	37.	<u>Great Seneca Highway, Phase III</u> Middlebrook Road to Great Seneca Creek	4 Lanes Divided	Y	91
863125	39.	<u>Middlebrook Road, Phase I</u> Great Seneca Highway to I-270	+4 Lanes Divided	N	93
<b><u>KENSINGTON/WHEATON</u></b>					
153181	40.	<u>Forest Glen Road (MD 192)</u> Georgia Ave. (MD 97) to Belvedere PL.	+2 Lanes	Y	90
153011	41.	<u>Layhill Road Widening</u> Georgia Ave. (MD 97) to Bel Pre Road	+2 Lanes Divided	Y	91
903192	43.	<u>Glenallan Avenue</u> Georgia Avenue (MD 97) to Layhill Road (MD 182)	Capacity Widening	N	93
<b><u>NORTH BETHESDA</u></b>					
151024	44.	<u>I-270 Widening</u> Y Split to Montrose Road	+2 Lanes CD Roads	Y	90
813691	64.	<u>I-270 Overpass</u> Westlake Terrace to Fernwood Road (Available only with developer contributions)	4 Lanes	N	94
813391	45.	<u>Montrose Road Extension</u> Phase III: Westmont Blvd. to Old Bridge Road	Capacity Widening	Y	91
<b><u>OLNEY</u></b>					
153370	46.	<u>Laytonsville-Sandy Spring Road (MD 108)</u>			
		a. Olney Mill Road to Headwaters Dr.	+2 Lanes Divided	Y	93
		b. Prince Phillip Avenue to Dr Bird Road	+2 Lanes Divided	Y	93
<b><u>POTOMAC</u></b>					
813691	65.	<u>I-270 Overpass</u> Westlake Terrace to Fernwood Road (Available only with developer contributions)	4 Lanes	N	94
<b><u>ROCKVILLE</u></b>					
6S-11	47.	<u>Gude Drive</u> Southlawn La. to Norbeck Rd. (MD 28)	+2 Lanes	Y	89
151024	48.	<u>I-270 Widening</u> Montrose Road to Shady Grove Road	+2 Lanes CD Roads	Y	90

TABLE 1 (Continued)

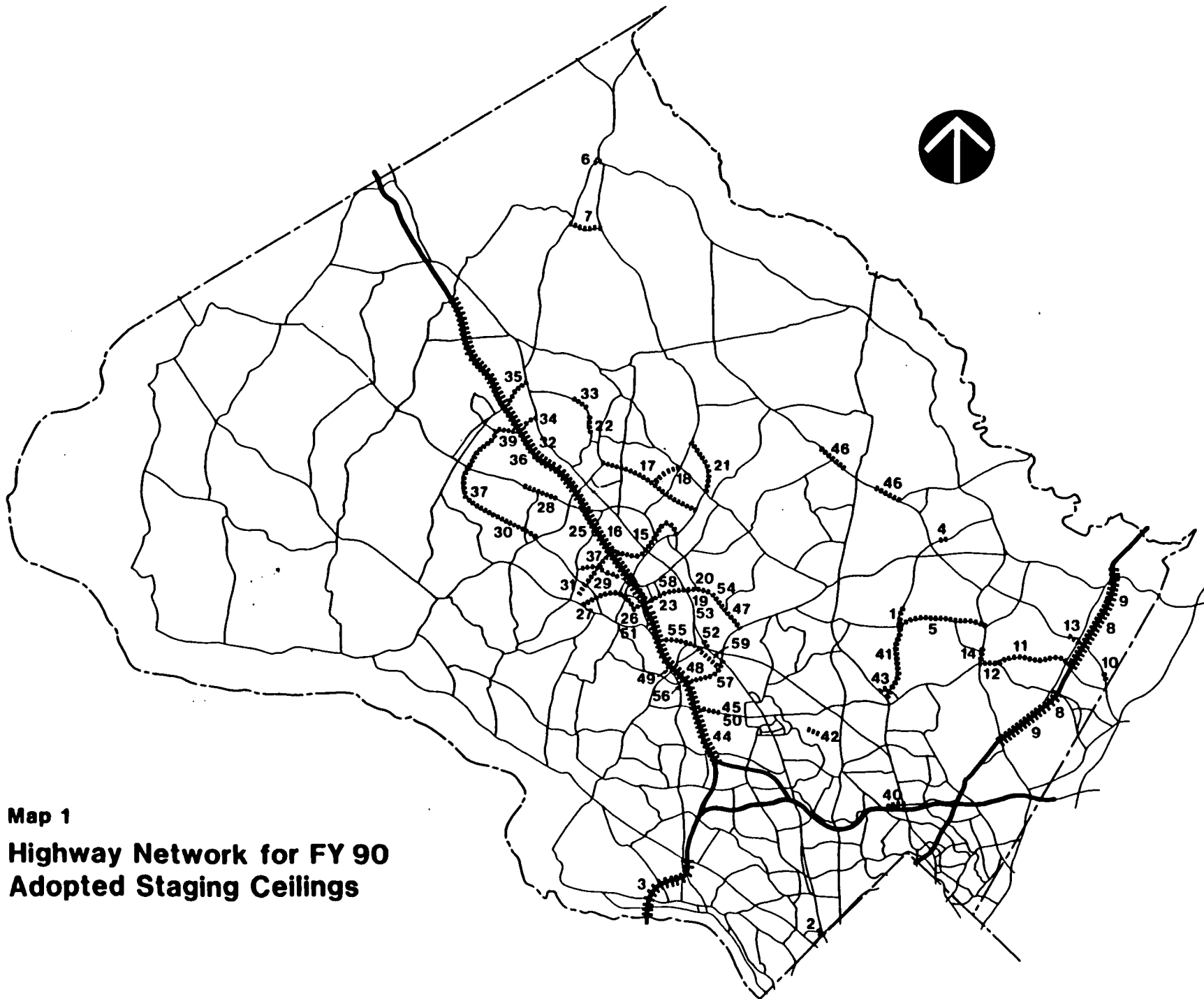
**POLICY AREA**

Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b><u>ROCKVILLE (cont'd)</u></b>					
151033	49.	<u>Falls Road (MD 189) Interchange</u> Interchange with I-270	New Interchange	Y	90
813591	50.	<u>Montrose Road Extension</u> Phase III: Westmont Blvd. to Old Bridge Road	Capacity Widening	Y	91
853121	51.	<u>Key West Avenue-Shady Grove to Gude</u> Phase II: Shady Grove Road to Gude Dr.	+2 Lanes Divided	Y	91
6H11	52.	<u>MD 355/MD 28 Intersection Improvements</u>	+2 Lanes on MD 355	N	90
763815	53.	<u>Gude Drive Railroad Bridge</u> Over B&O and Metro Tracks	+3 Lanes Divided	Y	91
793177	54.	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive Section II: Calhoun Drive to Dover Rd. Section III: Dover Road to Southlawn Lane	+4 Lanes Divided +2 Lanes Divided +3 Lanes Divided	Y Y Y	91 91 91
7Q11	55.	<u>West Montgomery Ave. Reconstruction</u> a. Nelson Street to Adams Street b. I-270 to Nelson Street	2 Lanes Divided +2 Lanes	N N	91 91
151035	56.	<u>I-270</u> New Bridge at Ritchie Parkway	4 Lanes	Y	92
823865	57.	<u>Ritchie Parkway</u> Seven Locks Rd. to Rockville Pike (MD 355)	4 Lanes	Y	92
723271	58.	<u>Gude Drive Extension, Phase II</u> Piccard Dr. to Frederick Ave. (MD 355)	+2 Lanes Divided	Y	91
8C11	59.	<u>Fleet Street Extension</u> Richard Montgomery Dr. to Ritchie Pkwy.	4 Lanes	N	92
153387	66.	<u>MD 28, Darnestown Road</u> a. I-270 to Research Blvd. b. Research Blvd. to Gude Drive	+2 Lanes 6 lanes Divided	N N	94 94

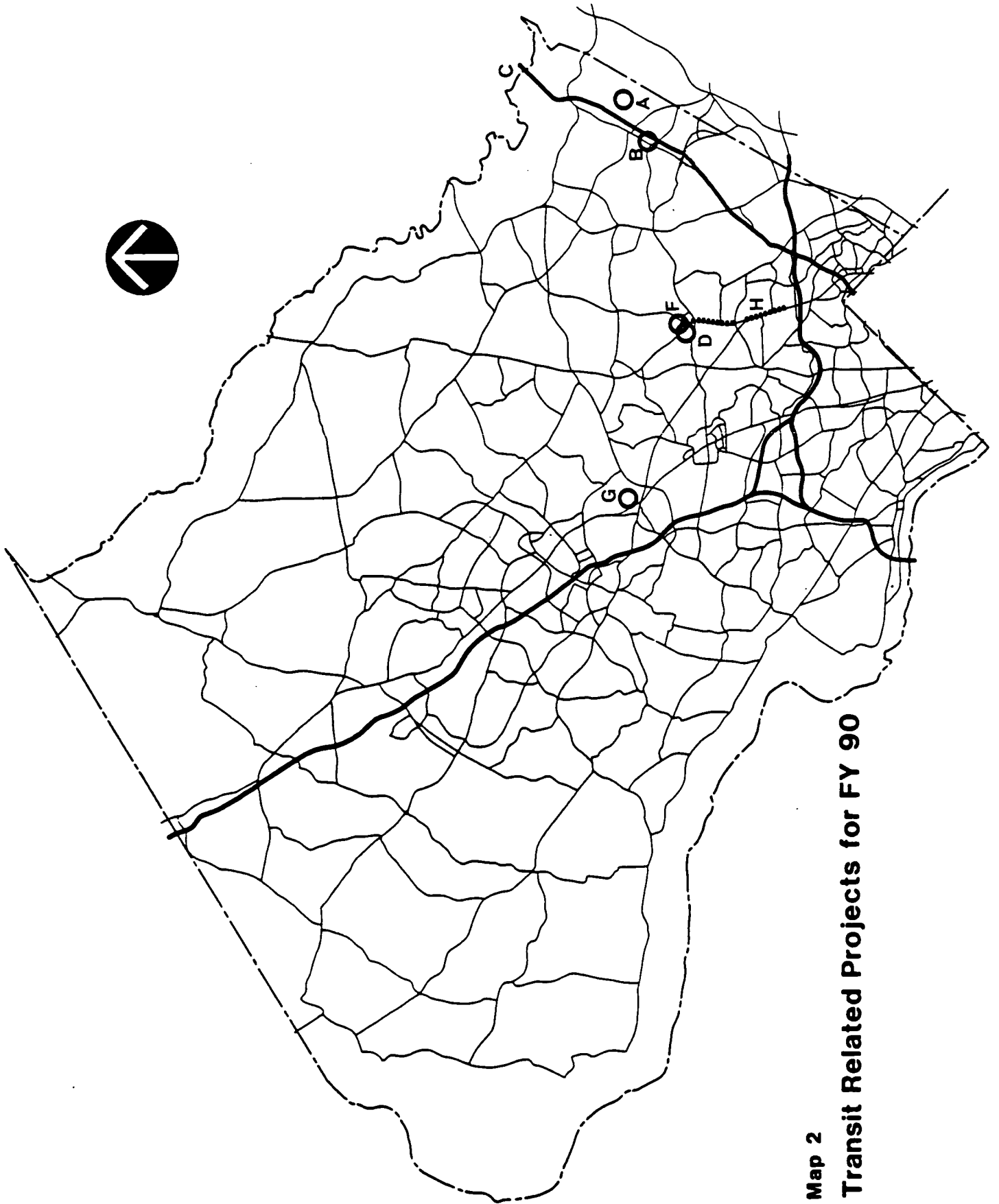
**SILVER SPRING/TAKOMA PARK**

TABLE 2: LIST OF TRANSIT RELATED PROJECTS BY POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 91-96 CIP, THE MDDOT FY 90-95 CONSOLIDATED PROGRAM, OR WMATA'S CAPITAL BUDGET

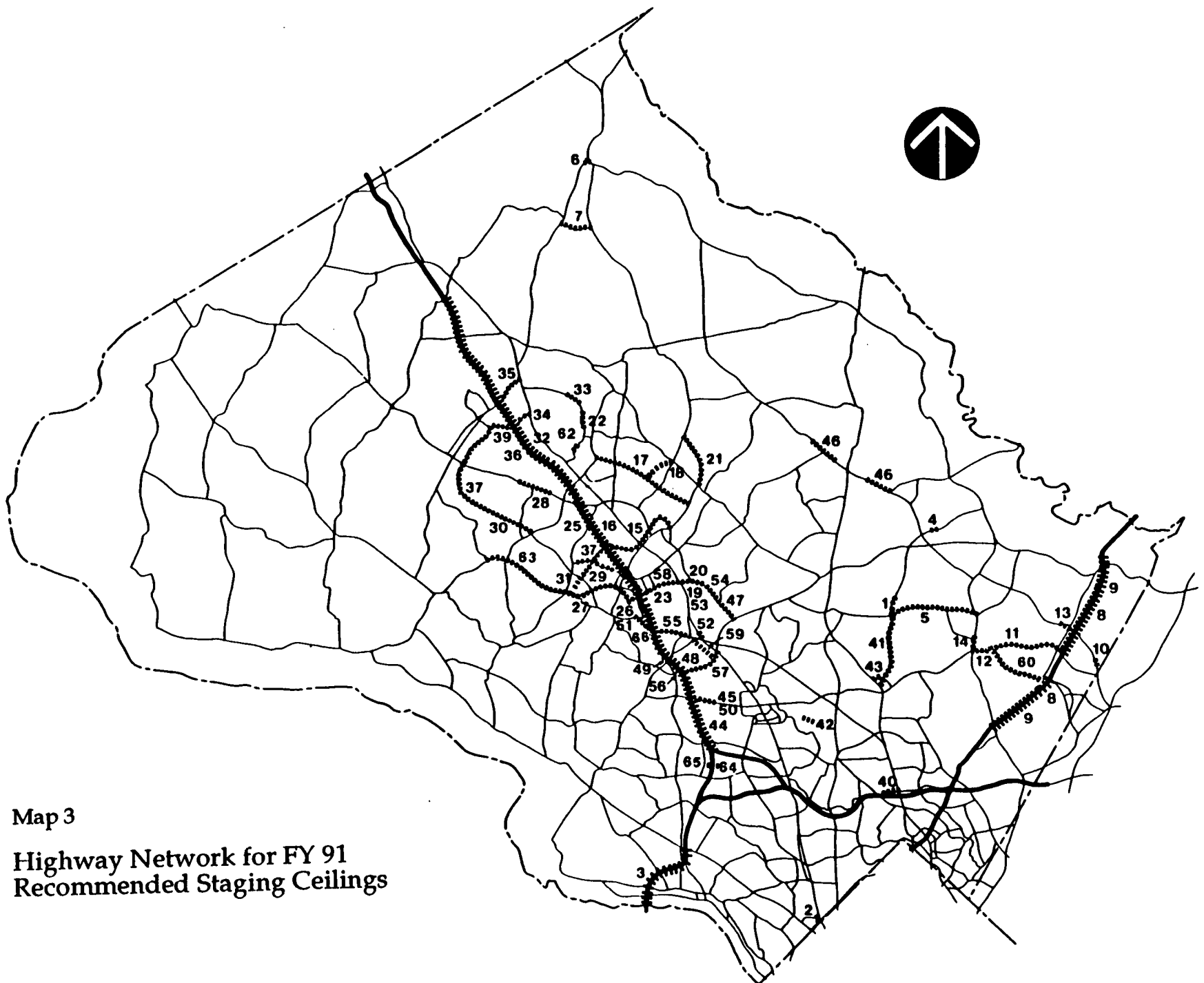
<u>POLICY AREA</u>				
Project No.	Map No.	Transit Project Name (Underlined) With Phases and/or Limits	Scope of Improvement	100% of Const. Expenditures By Fiscal Year
<u>FAIRLAND/WHITE OAK</u>				
883152	A.	<u>Greencastle Lakes Park &amp; Ride</u> Greencastle Road north of Robey Road	169 ± spaces	91
	B.	Fairland Rd./Old Columbia Pike Park & Ride	600 ± Spaces	93
913179	C.	Scaggsville Park & Ride	700 Spaces	92
<u>GAITHERSBURG WEST</u>				
<u>KENSINGTON/WHEATON</u>				
773954	D.	<u>Glenmont Metrorail Line</u> Extension to Wheaton	Forest Glen & Wheaton Stations	91
883138	E.	<u>Ride-On Bus Aquisition</u> Expanded service for opening of Metrorail	57 buses	94
903238	F.	<u>Glenmont Metro Parking Garage</u> WMATA Garage Site	1900 ± spaces	92
<u>ROCKVILLE</u>				
783131	G.	<u>Metrorail Add-On Facilities</u> Rockville Metro Station Parking	135 spaces	90
<u>SILVER SPRING-CBD</u>				
773954	H.	<u>Glenmont Metrorail Line</u> Extension to Wheaton	Forest Glen & Wheaton Station	91



**Map 1**  
**Highway Network for FY 90**  
**Adopted Staging Ceilings**

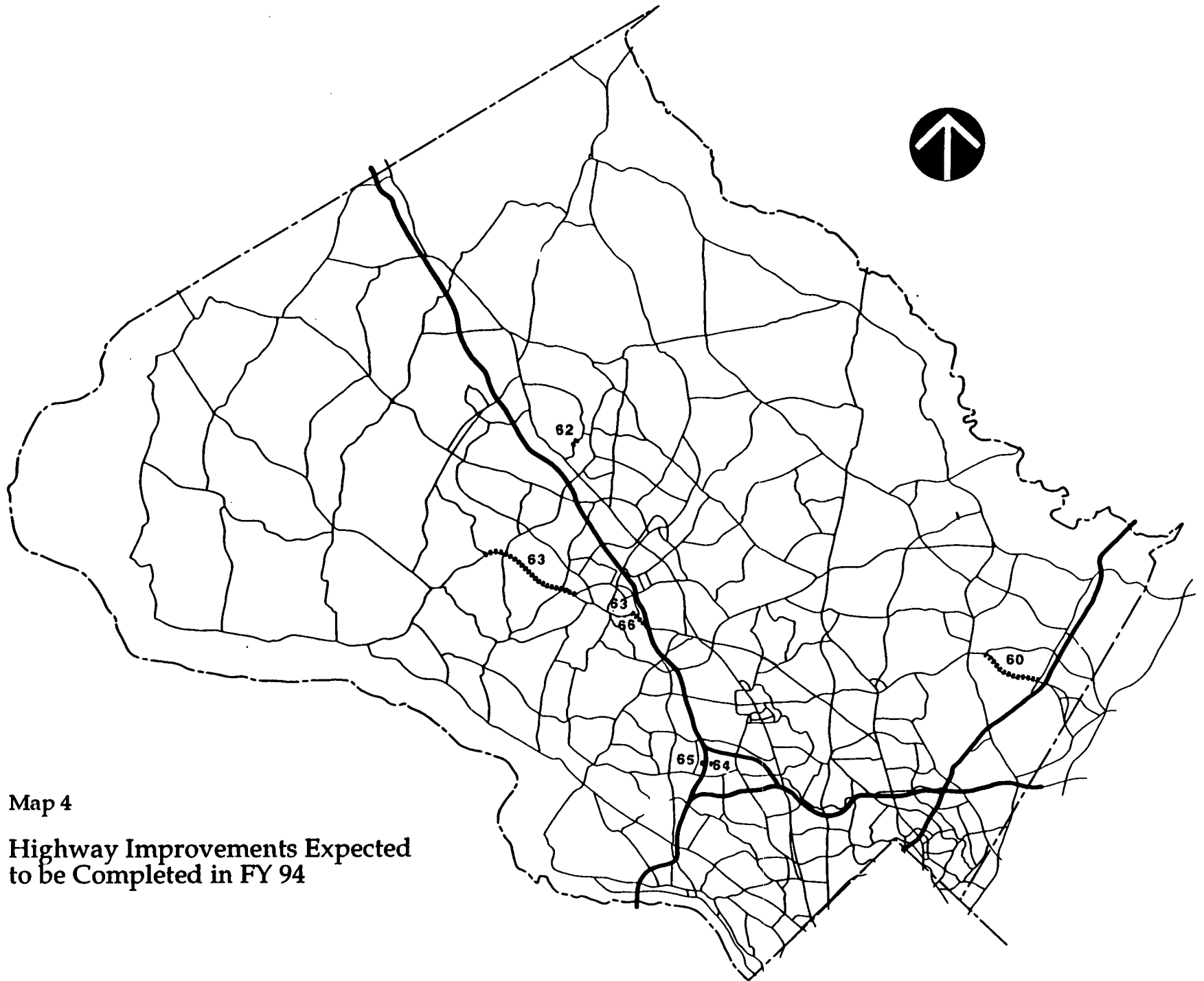


**Map 2**  
**Transit Related Projects for FY 90**



Map 3

Highway Network for FY 91  
Recommended Staging Ceilings



Map 4

Highway Improvements Expected  
to be Completed in FY 94

## 2. Capital Improvements Program: Schools

## THE CAPITAL IMPROVEMENTS PROGRAM

### 2. Schools Program

The County continues its strong commitment to education excellence. Included in the FY91-96 CIP are 19,935 additional classroom spaces for the six-year period.

New facilities being recommended in the FY 91-96 CIP are:

- o Eleven new elementary schools, the reconstruction of one elementary school, and the reopening of one elementary school.
- o Four new middle schools and the reopening of three closed middle schools.
- o The reconstruction of one senior school.
- o Additional classrooms for elementary, junior/intermediate/middle, and senior high schools.

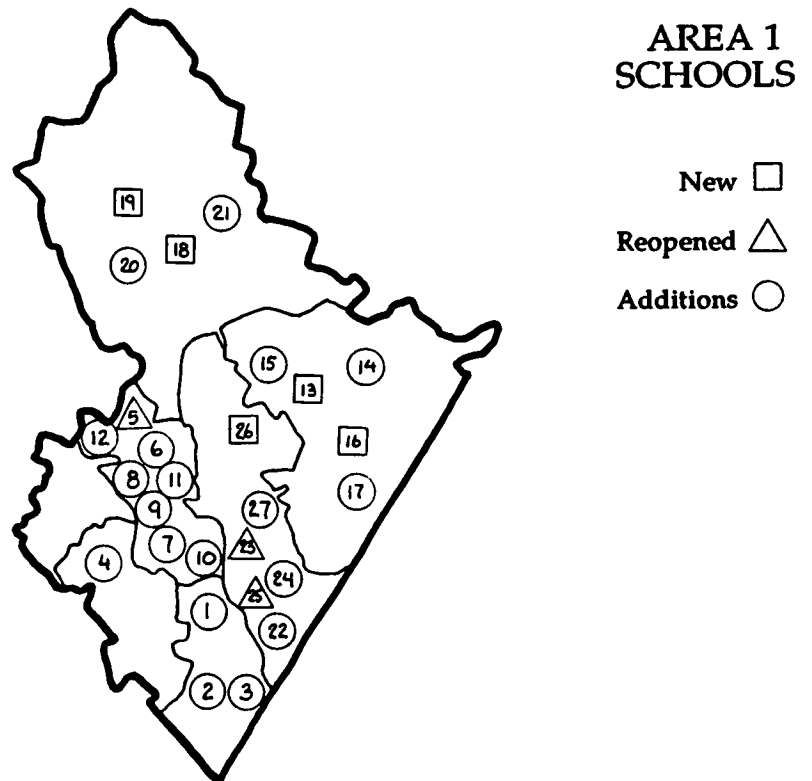
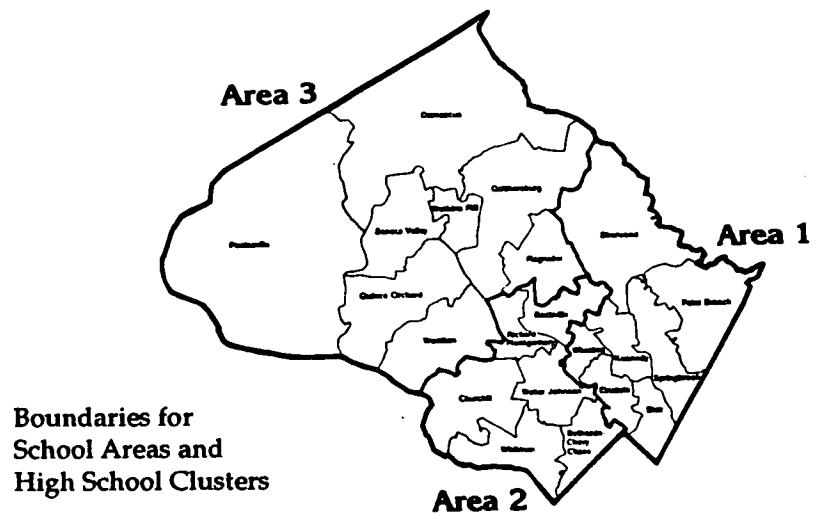
**County Executive's Recommended School Projects  
that Increase Capacity in Area 1, FY 1991-96**

<u>Code #</u>	<u>School Name</u>	<u>Opening Date</u>	<u>New Capacity</u>
<u>Montgomery Blair Cluster</u>			
1	Forest Knolls Elementary (A)*	1993	107
2	Highland View Elementary (A)	1994	50
3	Montgomery Knolls Elementary (A)	1990	<u>26</u>
	SUBTOTAL		<u>183</u>
<u>Albert Einstein Cluster</u>			
4	Einstein High School (A)	1991	<u>60</u>
	SUBTOTAL		<u>60</u>
<u>John F. Kennedy Cluster</u>			
5	Argyle Middle (R)	1994	975
6	Bel Pre Elementary (A)	1992	125
7	Col. E. Brooke Middle (A)	1990	320
8	Georgian Forest Elementary (A)	1992	100
9	Glenallen Elementary (A)	1992	150
10	Kemp Mill Elementary (A)	1995	50
11	John F. Kennedy High (A)	1991	40
12	Strathmore Elementary (A)	1993	<u>75</u>
	SUBTOTAL		<u>1,835</u>
<u>Paint Branch Cluster</u>			
13	Briggs Chaney Middle (N)	1991	800
14	Burtonsville Elementary (A)	1993	266
15	Cloverly Elementary (A)	1990	145
16	Fairland Replacement Elementary (N)	1992	-13
17	Galway Elementary (A)	1992	<u>150</u>
	SUBTOTAL		<u>1,348</u>
<u>Sherwood Cluster</u>			
18	Brooke Grove Elementary (N)	1990	640
19	Hopewell Middle (N)	1992	480
20	Olney Elementary (A)	1990	183
21	Sherwood High (A)	1994	<u>300</u>
	SUBTOTAL		<u>1,603</u>
<u>Springbrook Cluster</u>			
22	Broad Acres Elementary (A)	1990	225
23	Burnt Mills Elementary (R)	1990	538
24	Cresthaven Elementary (A)	1990	138
25	F. S. Key Middle (R)	1990	1,000
26	North Springbrook Elementary (N)	1992	640
27	Springbrook High (A)	1993	<u>545</u>
	SUBTOTAL		<u>3,086</u>
TOTAL ADDITIONAL CAPACITY			8,115

Code # = map reference #

(A) = Addition; (N) = New school; (R) = Reopened school

\* Part of capacity increase is from program change.



**County Executive's Recommended School Projects  
that Increase Capacity in Area 2, FY 1991-96**

<u>Code #</u>	<u>School Name</u>	<u>Opening Date</u>	<u>New Capacity</u>
<u>Bethesda Chevy Chase Cluster</u>			
1	Rock Creek Forest Elementary (A)	1992	<u>125</u>
	SUBTOTAL		<u>125</u>
<u>Churchill Cluster</u>			
2	Churchill High (A)	1992	<u>50</u>
	SUBTOTAL		<u>50</u>
<u>Walter Johnson Cluster</u>			
3	Ashburton Elementary (A)	1993	100
4	Garrett Park Elementary (A)	1992	75
5	Kensington Parkwood Elementary (A)	1992	100
6	Farmland Elementary (A)	1995	50
7	Woodward Middle (R)	1991	<u>219</u>
	SUBTOTAL		<u>544</u>
<u>Richard Montgomery Cluster</u>			
8	Beall Elementary (A)	1991	125
9	College Gardens Elementary (A)	1993	<u>100</u>
	SUBTOTAL		<u>225</u>
<u>Rockville Cluster</u>			
10	Rockville High (A)	1993	<u>50</u>
	SUBTOTAL		<u>50</u>
<u>Walt Whitman Cluster</u>			
11	Burning Tree Elementary (A)	1991	<u>150</u>
12	Whitman Replacement High (N)	1992	<u>-355</u>
	SUBTOTAL		<u>-205</u>
TOTAL ADDITIONAL CAPACITY			789

-----

Code # = map reference #

(A) = Addition; (N) = New school; (R) = Reopened school



**County Executive's Recommended School Projects  
that Increase Capacity in Area 3, FY 1991-96**

<u>Code #</u>	<u>School Name</u>	<u>Opening Date</u>	<u>New Capacity</u>
<u>Damascus Cluster</u>			
1	John T. Baker Intermediate (A)	1994	300
2	Cutsail Drive Elementary (N)	1991	540
3	Damascus High School (A)	1994	<u>445</u>
	SUBTOTAL		<u>1,285</u>
<u>Gaithersburg Cluster</u>			
4	Gaithersburg Area Elementary (N)	1994	640
5	Hadley Farms Elementary (N)	1991	640
6	Rosemont Elementary (A)	1993	150
7	Summit Hall Elementary (A)	1992	<u>176</u>
	SUBTOTAL		<u>1,606</u>
<u>Zadok Magruder Cluster</u>			
8	Bowie Mill Elementary (N)	1990	640
	Hopewell Middle (N)*	1992	320
9	Magruder High (A)	1995	350
	Magruder Cluster Elementary Additions	1993/94	<u>250</u>
	SUBTOTAL		<u>1,560</u>
<u>Poolesville Cluster</u>			
10	Monocacy Elementary (A)	1993	<u>100</u>
	SUBTOTAL		<u>100</u>
<u>Quince Orchard Cluster</u>			
11	Kentlands Elementary (N)	1990	740
12	Quince Orchard 1993 Elementary (N)	1993	640
13	Quince Orchard 1994 Elementary (N)	1994	640
14	Quince Orchard High (A)	1991	<u>380</u>
	SUBTOTAL		<u>2,400</u>
<u>Seneca Valley Cluster</u>			
15	Germantown Middle (N)	1993	1,000
16	Germantown 1992 Elementary (N)	1992	640
17	Hopkins Road Elementary (N)	1990	740
18	Lake Seneca Middle (N)	1995	<u>1,000</u>
	SUBTOTAL		<u>3,380</u>
<u>Watkins Mill Cluster</u>			
19	Stedwick Elementary (A)	1990	150
20	Watkins Mill High (A)	1995	300
21	Whetstone Elementary (A)	1990	<u>250</u>
	SUBTOTAL		<u>700</u>

TOTAL ADDITIONAL CAPACITY 11,031

-----  
Code # = map reference #

(A) = Addition; (N) = New school; (R) = Reopened school

\*Located in Sherwood Cluster, Area 1



Appendix B:

Policy Area  
Staging Charts  
And  
Statistical  
Profiles

# Staging Charts and Statistical Profiles

This section defines terms frequently used in the administration of the APFO and explains how to read the information found on the policy area fact sheets. The fact sheet also includes a statistical profile, representing a variety of demographic information on Montgomery County at the policy area level.

## Explanation of Staging Charts

**AA**     *Existing and Forecasted Housing: The estimated number of 1989 existing (referred to as the base) and forecasted houses in the policy area.*

Existing housing is estimated through January 1, 1989. This is shown on the graphs and noted on the vertical axis at 4,299 housing units in the Germantown East sample chart.

The market projection lines show three development forecasts through the year 2005. Montgomery County Planning Department's staff report entitled "1989 Trends and Forecasts" discusses the assumptions used in making these High, Intermediate, and Low projections.

**A**     *Gross Pipeline: The number of subdivision approvals still to be built in the policy area plus the existing housing stock.*

The pipeline equals the total number of built and approved housing units. The pipeline includes subdivision approvals and sewer authorizations through September 28, 1989. The actual number is listed on the policy area fact sheet as item A. The number of approved subdivisions, located at 5,418 units on the Germantown East chart, is the sum of the existing base (4,299) plus what has been reported in the pipeline (1,119). By drawing a horizontal line to the right of the pipeline to intersect the projection lines, we can estimate when the pipeline would be built out. In Germantown East, for example, the graph shows that the housing pipeline would be built out around 1991, assuming the High projection; 1992, assuming the Intermediate projection; and 1993, assuming the Low projection.

**B**     *Gross FY 90 Ceiling: The number of housing units which can be accommodated by the transportation capacity provided in the approved FY 90-95 CIP and the State FY 89-94 CTP.*

The FY 90 adopted ceiling is based on those transportation projects in the approved FY 90-95 CIP and the State CTP for which 100 percent of the construction expenditures are scheduled within the first four years of the CIP or CTP. In Germantown East, the graph shows that the FY 90 adopted ceiling provides enough transportation capacity for approximately 6,706 housing units. (See Appendix 1 for a listing of the CIP by policy area.)

**C**     *FY 90 Ceiling Net Remaining: The difference between the FY 90 ceiling and the pipeline.*

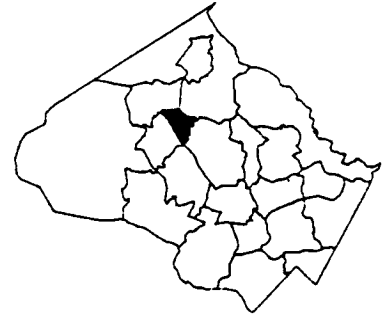
This number reveals whether or not the FY 90-95 CIP and the State FY 89-94 CTP provide enough transportation capacity to support the approval of additional development beyond what is already in the pipeline. In Germantown East, the graph shows that the FY 90 adopted ceiling could accommodate an additional 1,288 housing units above the pipeline.

# Sample Chart

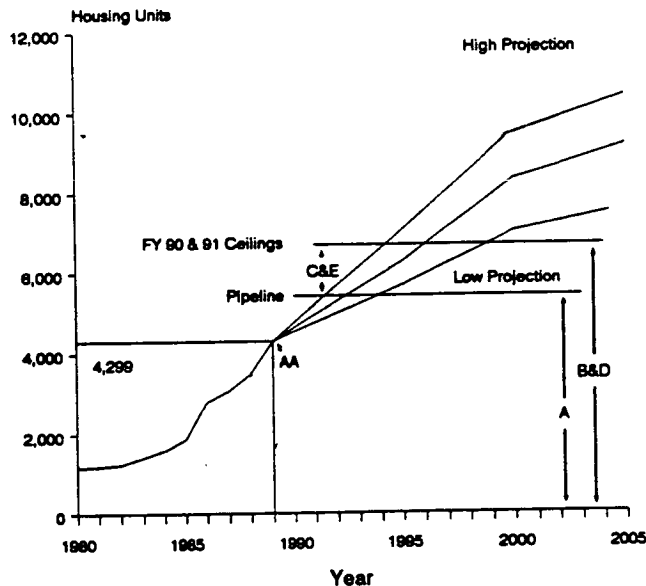
## GERMANTOWN EAST

### Staging Charts and Statistical Profile

	JOB		HOUSING
AA 1989 Base	3,596		4,299
A Gross Pipeline (9/28/89)	5,437		5,418
B FY 90 Gross Ceiling	5,997		6,706
C Net Remaining		560	1,288
D FY 91 Gross Anticipated Ceiling	5,997		6,706
E Net Remaining		560	1,288



Housing



### Statistical Profile

1989 Estimates				1987 Household Characteristics			
	Number	Rank			Percent	Rank	
<i>h</i> Population	11,540	14		<i>o</i> Living in Single Family Houses	84.2	5	
<i>i</i> Jobs	3,596	15		<i>o</i> Owning Homes	74.6	7	
<i>j</i> Housing Units	4,299	16		<i>o</i> With Housing Cost/Income Ratio $\geq$ 30%	17.8	4	
<i>k</i> Jobs/Housing Ratio	.84	9		<i>o</i> Owning 3 or More Cars	14.5	13	
<i>l</i> Land Area in Square Miles	5.96	15			Average	Rank	
1988 Median Sales Price of Housing Units Sold				<i>o</i> Age of Housing Unit	6.91	16	
	New Price	Rank	Resales Price	<i>o</i> Monthly Rent	\$590	12	
<i>m</i> Single-Family Detached	\$159,190	14	\$138,450	<i>o</i> Number of Employed Workers per Household	1.58	7	
<i>m</i> Single-Family Attached	\$108,750	14	\$88,000	<i>o</i> 1986 Median Household Income	\$40,180	13	
1987 Population Characteristics				Previous Five-Year Annual Growth Trends			
	Percent	Rank			Annual Average Number	Rank	
<i>n</i> Work in Montgomery County	82.1	1		<i>p</i> Capacity Added by New Buildings (Employees)	310	11	
<i>n</i> Use Transit for Worktrip	6.0	14		<i>q</i> Housing Units	430	7	
<i>n</i> Non-Auto Drive Work Trip	11.4	14					

**D**      ***Gross FY 91 Anticipated Ceiling: The number of housing units which can be accommodated by transportation capacity that is anticipated to be available by the end of the fifth year of the FY 90-95 CIP and the State FY 89-94 CTP.***

This ceiling number is based on transportation projects in the approved FY 90-95 CIP and the State FY 89-94 CTP for which the Planning Department estimates that 100 percent of the construction expenditures are programmed within the first five years of the CIP or CTP. In calculating this number, the Planning Department has not included transportation projects for which the July 1989 Approved Road Program indicates slippage. In Germantown East, the graph shows that the FY 91 anticipated ceiling provides enough transportation capacity for approximately 6,706 housing units, identical to the capacity provided by the FY 90 adopted ceiling.

**E**      ***FY 91 Anticipated Ceiling Net Remaining: The difference between the FY 91 anticipated ceiling and the pipeline.***

For the Germantown East Policy Area, the FY 91 anticipated ceiling can accommodate an additional 1,288 housing units above the pipeline.

## **1987 Estimates**

**h**      ***Population:***

Household population is estimated by multiplying average household size by the estimated number of households in the policy area in 1989. Average household size data is from Montgomery County Planning Department's 1987 Census Update Survey. This does not include people living in group quarters.

**i**      ***Jobs:***

The 1989 estimate labeled "jobs" is the number of jobs which can be accommodated in the policy area's employment related buildings, using standard factors of square feet per employee. It excludes construction workers, domestic service workers, and employment in residential buildings, but includes the employment capacity of buildings even if they are vacant. New nonresidential buildings are added to the base when annual field work on the development pipeline indicates they are completed.

**j**      ***Housing Units:***

The 1989 housing unit count is estimated by using the "1989 U.S. Census of Population and Housing" as the base and is updated annually using residential completions data from the Maryland State Department of Assessments and Taxation and pipeline completions data, including data from WSSC and field checks.

**k**      ***Job/Housing Ratio:***

This ratio is equal to the employment capacity of existing nonresidential buildings divided by the existing number of housing units.

**l**      ***Land Area in Square Miles:***

This is equal to the policy area's land area in square miles.

## **m**      ***1988 Median Sales Price of Single-Family Housing Units:***

### **1988 Single-Family Detached New Housing Sale Prices and Resales**

The 1988 median price of new and resold single-family detached homes is estimated by using the Montgomery County Planning Department's Sales Transactions Automated Report System (STAR). STAR is based on the Maryland State Department of Assessments and Taxation's quarterly parcel records. This data includes all sales transactions of residential property in the County, except sales transactions among relatives and bulk transfers. Sales prices for Aspen Hill and Kensington/Wheaton reflect the median sales prices of the respective planning areas. Sales prices are only available for the combined Silver Spring/Takoma Park and the Silver Spring CBD policy areas and for the combined Bethesda/Chevy Chase and the Bethesda CBD policy areas.

### **1988 Single-Family Attached New Housing Sales Prices and Resales**

Same method as above.

## **n**      ***1987 Population Characteristics:***

The data summarized under the heading "1987 Population Characteristics" is taken from Montgomery County Planning Department's 1987 Census Update Survey. The percentage for a policy area is listed along with its ranking in descending order among the 17 policy areas.

- **Work in Montgomery County** -- The percentage of employed persons who work in Montgomery County. This includes full-time and part-time workers aged 16 and over.
- **Use Transit for Work Trip** -- The percentage of employed persons whose main means of transportation to work on the most recent workday was either bus, Metrorail, or railroad.
- **Non-Auto Driver Work Trip** -- The percentage of employed residents whose main means of transportation to work on the most recent workday was bus, Metrorail, railroad, walk, or vanpool or carpool passenger.

## **o**      ***1987 Household Characteristics:***

The data summarized under the heading "1987 Household Characteristics" is from the 1987 Census Update Survey. The percent, average, or median is listed along with its ranking in descending order among the 17 policy areas.

- **Living in Single-Family Houses** -- The percentage of the total number of occupied housing units that are either single-family attached or detached.
- **Owning Homes** -- The percentage of the total number of occupied housing units that are owner-occupied.
- **With Housing Cost/Income Ratio  $\geq$  30 percent** -- The percentage of households whose annual housing cost (rent or principal, interest, taxes, and insurance) is greater than or equal to 30 percent of their annual pre-tax household income. Generally, housing is considered affordable if it costs less than 30 percent of a household's pre-tax income.
- **Owning Three or More Vehicles** -- The percentage of households that reported owning three or more motor vehicles. Motor vehicles include passenger cars, vans, panel trucks, or pickup trucks.
- **Age of Housing Unit** -- The average age, in years, of the policy area's occupied housing stock.
- **Monthly Rent** -- The average monthly rent, excluding utilities, for renter-occupied housing units, including multi-family and single-family housing.
- **Number of Employed Workers per Household** -- The average number of employed persons per household. This includes full-time and part-time workers aged 16 and over.
- **1986 Median Household Income** -- The median 1986 pre-tax household income.

**P**      ***Average Annual Employment Capacity Added by New Buildings:***

The five-year annual average number of jobs added by new nonresidential buildings is estimated by averaging the total number of jobs added by new nonresidential buildings over the previous five years (1984-1988). Data on new buildings is provided by the Maryland State Department of Assessments and Taxation. Standard factors of square feet per employee are applied to square feet to estimate the employment capacity of buildings. These capacity estimates do not include space in religious buildings, places of assembly, parking garages, and park buildings.

**Q**      ***Average Annual Housing Units:***

The five-year annual average rate of housing unit completions is estimated by averaging the total number of housing units built over the previous five years (1984-1988). Data is from the Maryland State Department of Assessments and Taxation.

# MONTGOMERY COUNTY

## Statistical Profile

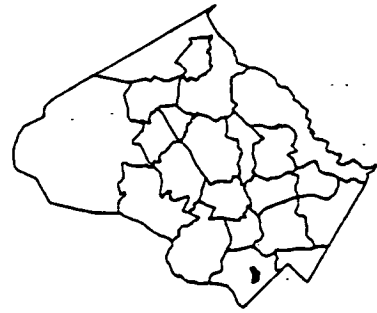
1989 Estimates				1987 Household Characteristics			
	Number	Rank			Percent	Rank	
Population	718,000			Living in Single Family Houses	70.4		
Jobs	394,900			Owning Homes	70.1		
Housing Units	278,000			With Housing Cost/Income Ratio $\geq$ 30%	15.1		
Jobs/Housing Ratio	1.42			Owning 3 or More Cars	19.9		
Land Area in Square Miles	495				Average	Rank	
1988 Median Sales Price of Housing Units Sold				Age of Housing Unit	21.9		
	New Price	Rank	Resales Price	Monthly Rent	\$630		
Single-Family Detached	\$231,950		\$173,000	Number of Employed Workers per Household	1.5		
Single-Family Attached	\$118,990		\$102,000	1986 Median Household Income	\$46,750		
1987 Population Characteristics				Previous Five-Year Annual Growth Trends			
	Percent	Rank			Annual Average Number	Rank	
Work in Montgomery County	58.7			Capacity Added by New Buildings (Employees)	19,800		
Use Transit for Worktrip	12.0			Housing Units	9,400		
Non-Auto Driver Work Trip	18.6						

# BETHESDA CBD

## JOBS

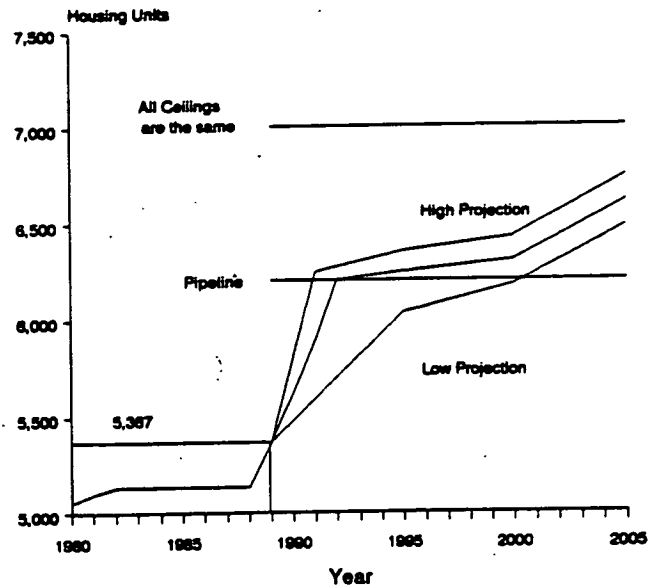
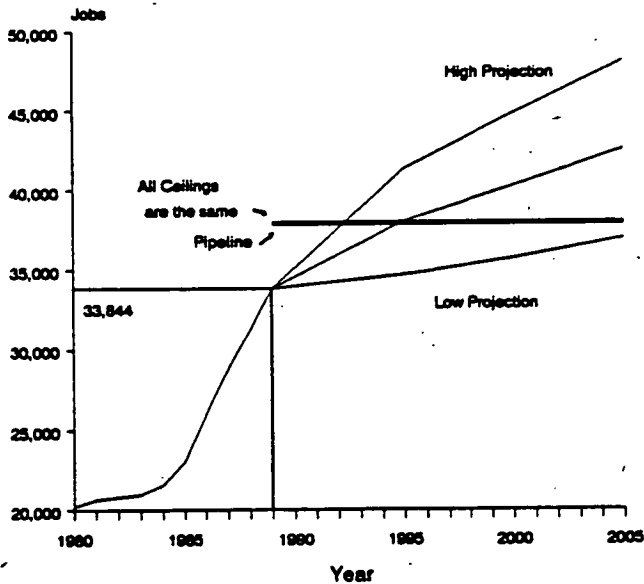
## HOUSING

1989 Base	33,844		5,367	
Gross Pipeline (9/28/89)	37,826		6,207	
FY 90 Gross Ceiling	38,001		7,005	
Net Remaining		175		798
FY 91 Gross Anticipated Ceiling	38,001		7,005	
Net Remaining		175		798



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	8,160	15
Jobs	33,844	5
Housing Units	5,367	13
Jobs/Housing Ratio	6.31	2
Land Area in Square Miles	.68	16

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	16.3	16
Owning Homes	12.5	16
With Housing Cost/Income Ratio $\geq$ 30%	22.6	2
Owning 3 or More Cars	1.9	17

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$499,000	2	\$280,900	2
Single-Family Attached	\$431,900	1	\$186,900	3

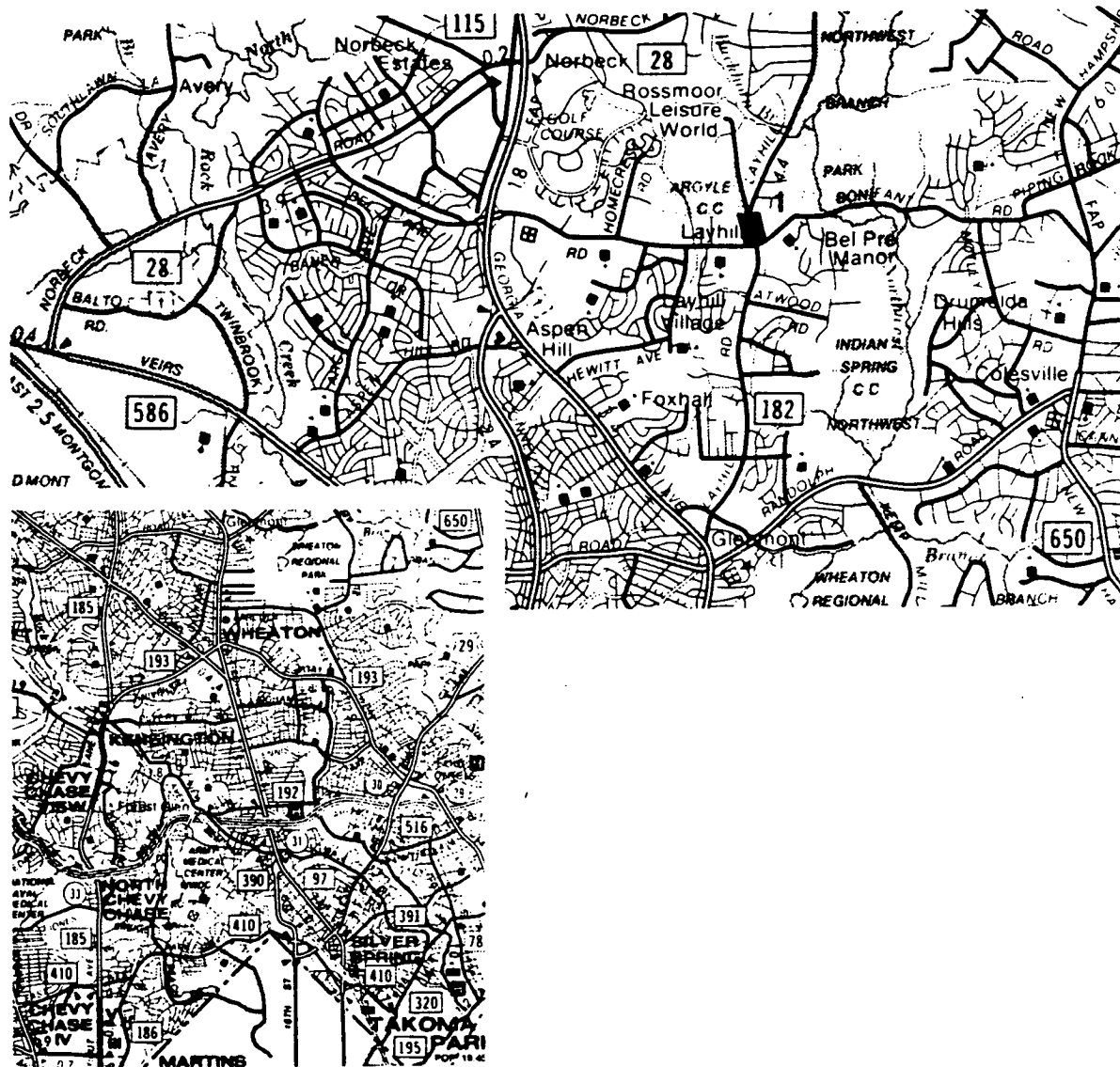
### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	49.3	12
Use Transit for Worktrip	31.9	2
Non-Auto Driver Work Trip	46.9	2

	Average	Rank
Age of Housing Unit	28.9	4
Monthly Rent	\$600	8
Number of Employed Workers per Household	1.05	16
1986 Median Household Income	\$30,290	16

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	2,500	3
Housing Units	50	16

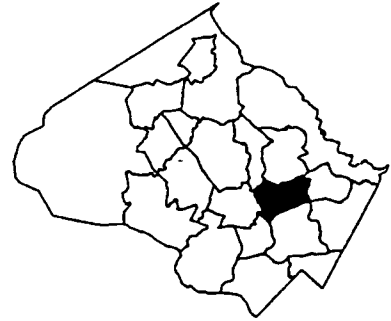


# PROGRAMMED IMPROVEMENTS IN THE ASPEN HILL POLICY AREA

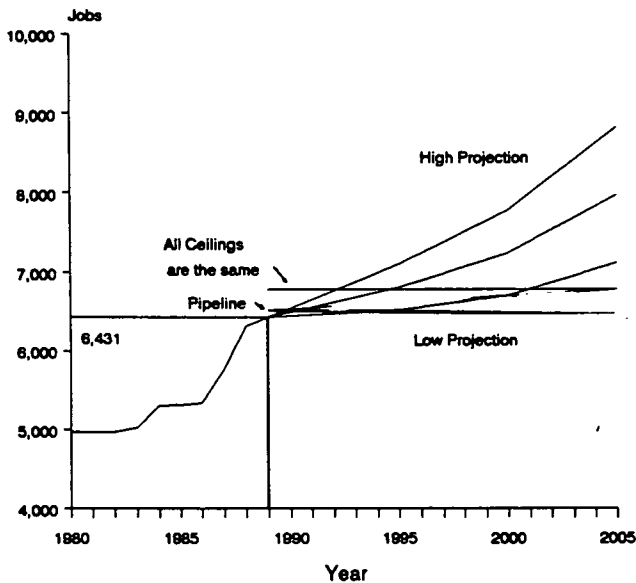
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>ASPEN HILL</b>					
153011	1.	<u>Layhill Road Widening</u> Bel Pre Road to Longmead Road	+2 Lanes Divided	Y	91

# ASPEN HILL

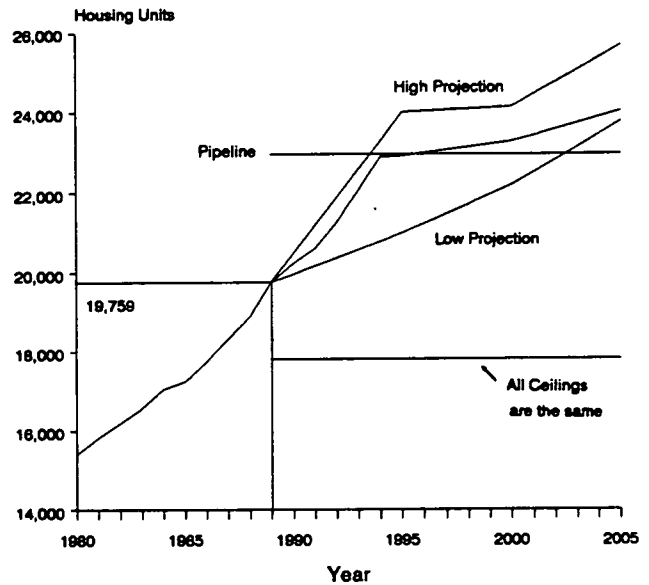
	JOB	HOUSING
1989 Base	6,431	19,759
Gross Pipeline (9/28/89)	6,517	23,003
FY 90 Gross Ceiling	6,789	17,805
Net Remaining	272	(5,198)
FY 91 Gross Anticipated Ceiling	6,789	17,805
Net Remaining	272	(5,198)



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	52,430	6
Jobs	6,431	12
Housing Units	19,759	6
Jobs/Housing Ratio	.33	16
Land Area in Square Miles	12.54	9

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$266,210	7	\$152,500	10
Single-Family Attached	\$116,990	13	\$116,000	6

### 1987 Population Characteristics

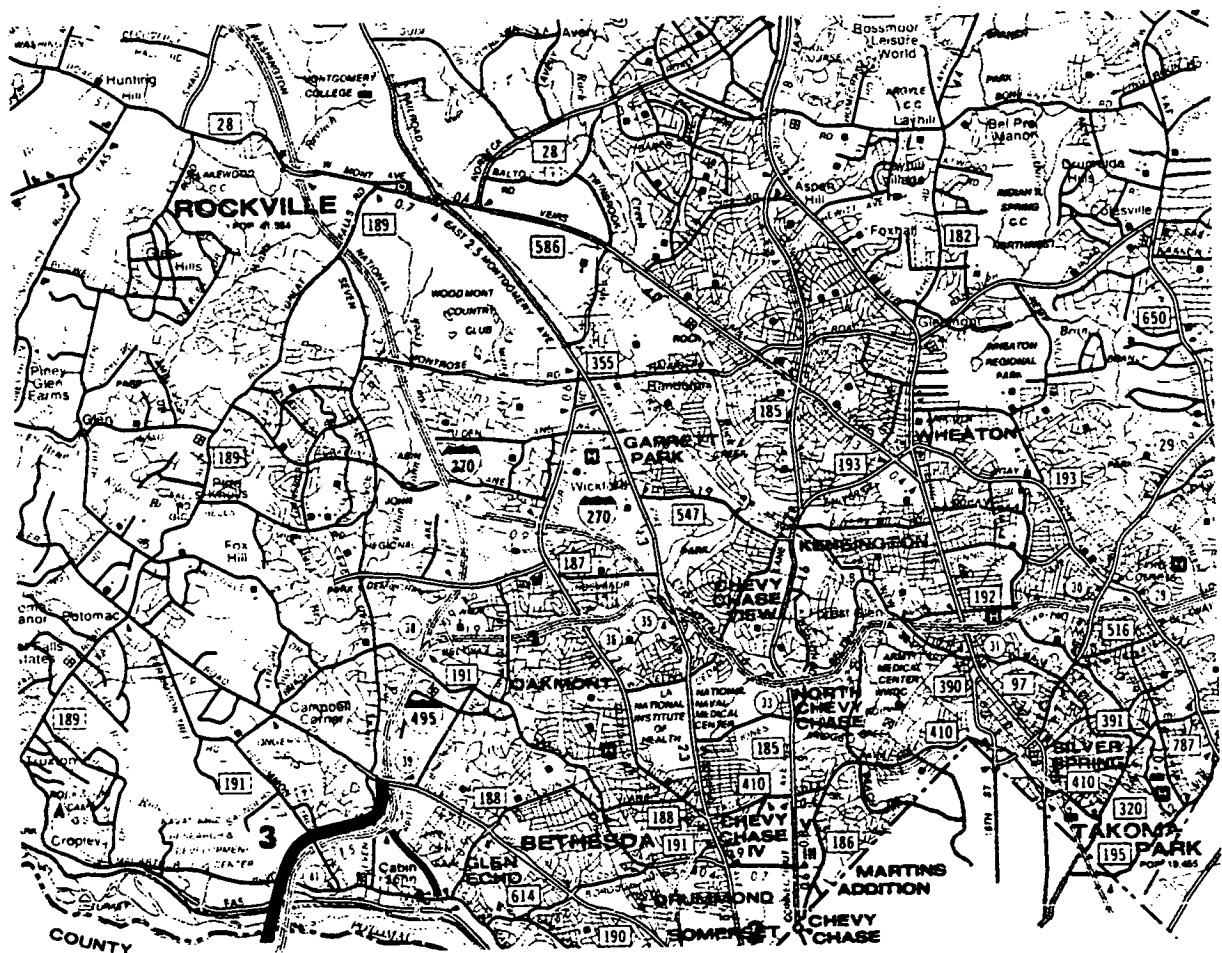
	Percent	Rank
Work in Montgomery County	66.4	7
Use Transit for Worktrip	8.7	10
Non-Auto Driver Work Trip	13.2	11

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	62.5	13
Owning Homes	69.3	9
With Housing Cost/Income Ratio $\geq$ 30%	14.8	8
Owning 3 or More Cars	25.1	4
	Average	Rank
Age of Housing Unit	18.35	8
Monthly Rent	\$600	10
Number of Employed Workers per Household	1.58	5
1986 Median Household Income	\$43,490	10

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	120	14
Housing Units	650	5



# PROGRAMMED IMPROVEMENTS IN THE BETHESDA CHEVY CHASE POLICY AREA

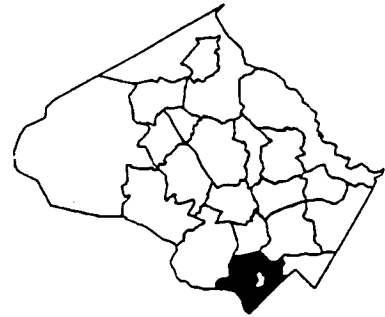
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>BETHESDA CHEVY CHASE</b>					
793369	2.	<u>Friendship Blvd./The Hills Plaza</u> Phase I: The Hills Plaza Extended	4 Lanes	Y	91
		Phase II: Friendship Boulevard	4 Lanes	Y	93
151087	3.	<u>I-495 Widening (Capital Beltway)</u> Potomac River to River Road (MD 190)	+2 Lanes	Y	91

# BETHESDA/CHEVY CHASE

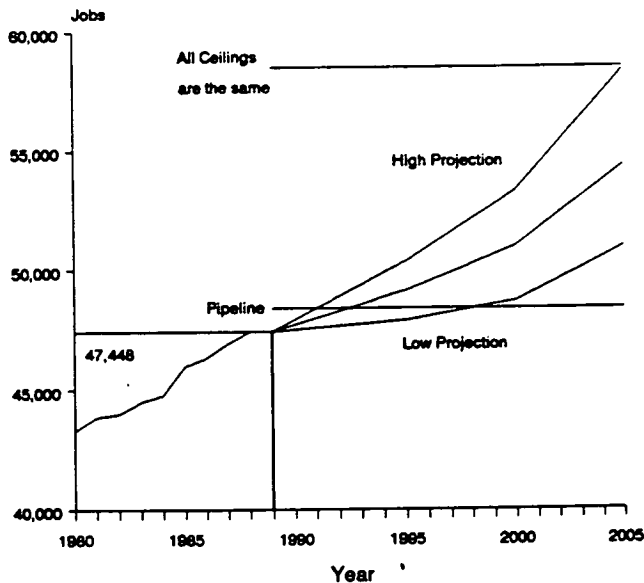
## JOBS

## HOUSING

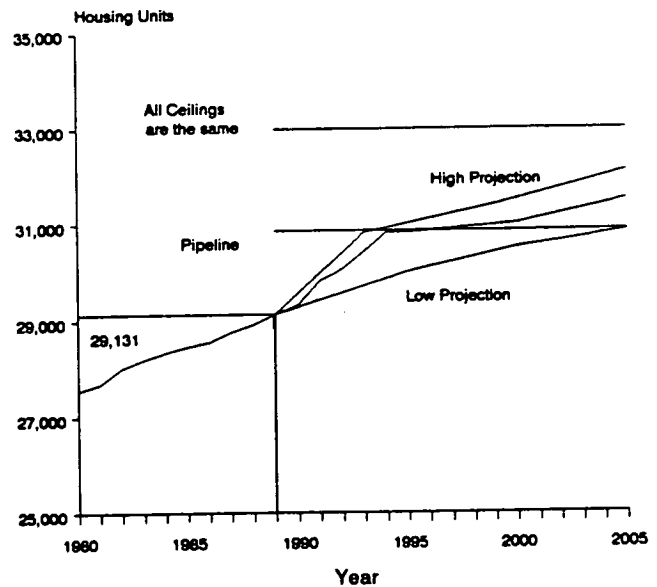
1989 Base	47,448	29,131
Gross Pipeline (9/28/89)	48,375	30,848
FY 90 Gross Ceiling	58,497	32,999
Net Remaining	10,122	2,151
FY 91 Gross Anticipated Ceiling	58,497	32,999
Net Remaining	10,122	2,151



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	72,850	3
Jobs	47,448	3
Housing Units	29,131	3
Jobs/Housing Ratio	1.62	5
Land Area in Square Miles	20.45	4

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$499,000	2	\$280,900	2
Single-Family Attached	\$431,900	1	\$186,900	3

### 1987 Population Characteristics

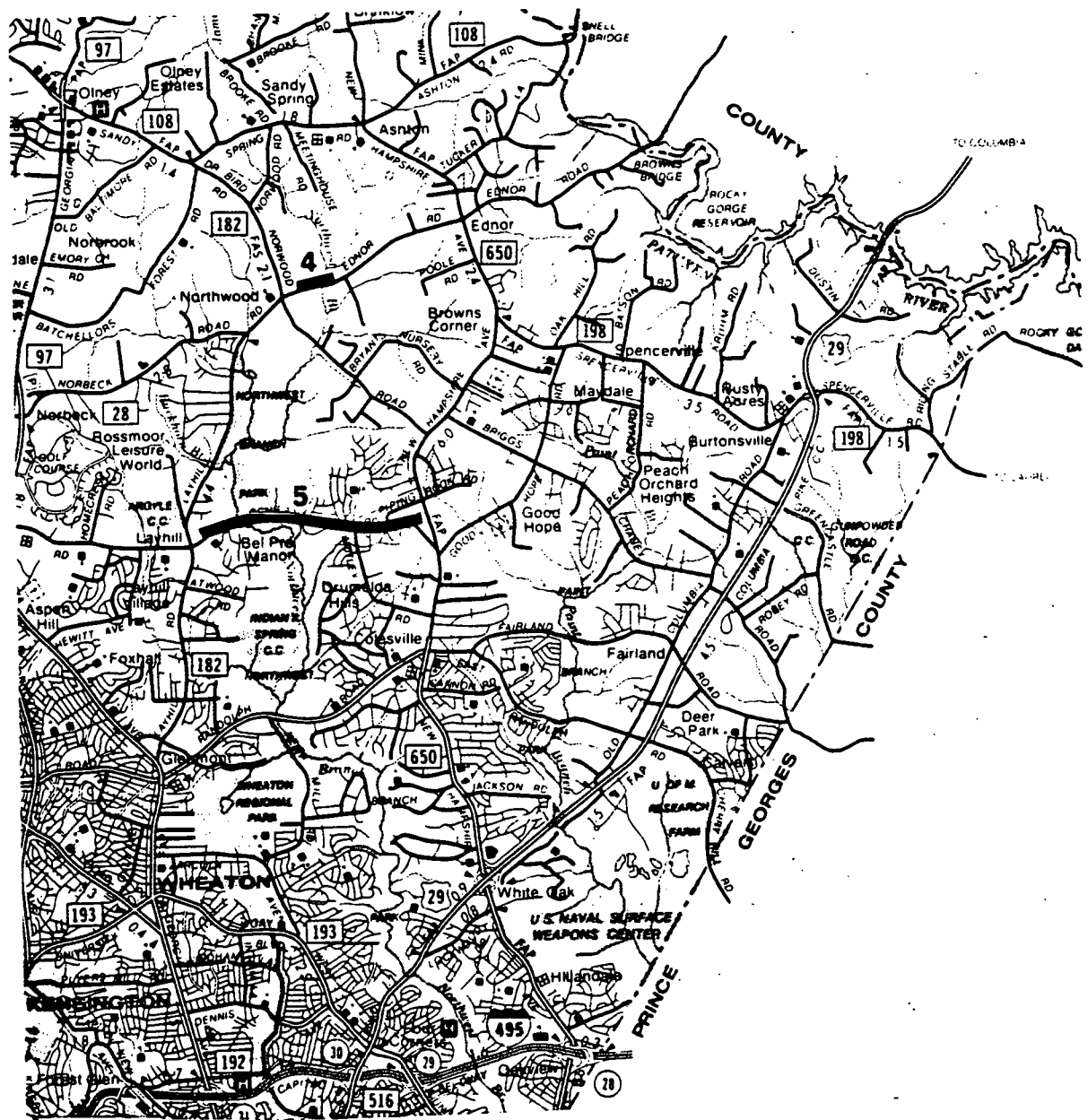
	Percent	Rank
Work in Montgomery County	42.9	15
Use Transit for Worktrip	15.2	5
Non-Auto Driver Work Trip	25.0	4

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	78.3	7
Owning Homes	81.3	5
With Housing Cost/Income Ratio $\geq$ 30%	10.5	15
Owning 3 or More Cars	16.4	9
	Average	Rank
Age of Housing Unit	34.58	2
Monthly Rent	\$930	2
Number of Employed Workers per Household	1.31	15
1986 Median Household Income	\$68,870	2

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	350	10
Housing Units	150	13

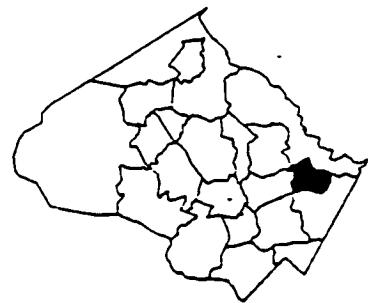


# PROGRAMMED IMPROVEMENTS IN THE CLOVERLY POLICY AREA

Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>CLOVERLY</b>					
863119	4.	<u>Ednor Road Bridge</u> Northwest Branch	2 Lane Bridge	N	91
673940	5.	<u>Bonifant Road</u> Layhill Road (MD 182) to New Hampshire Avenue (MD 650)	Capacity Widening	Y	91

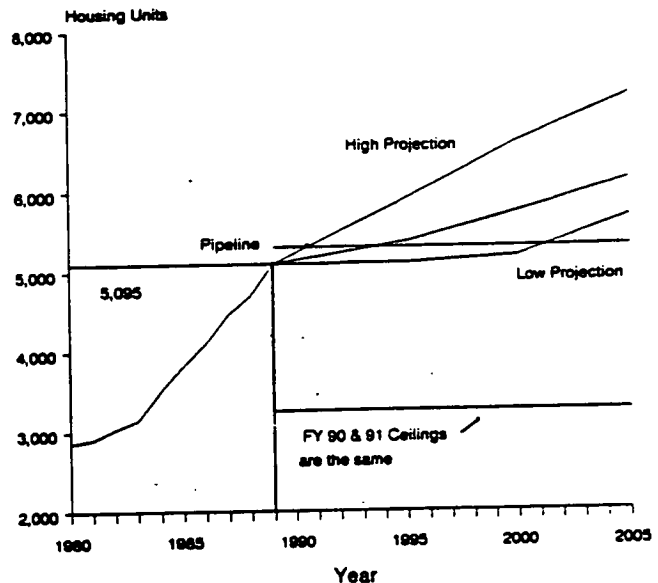
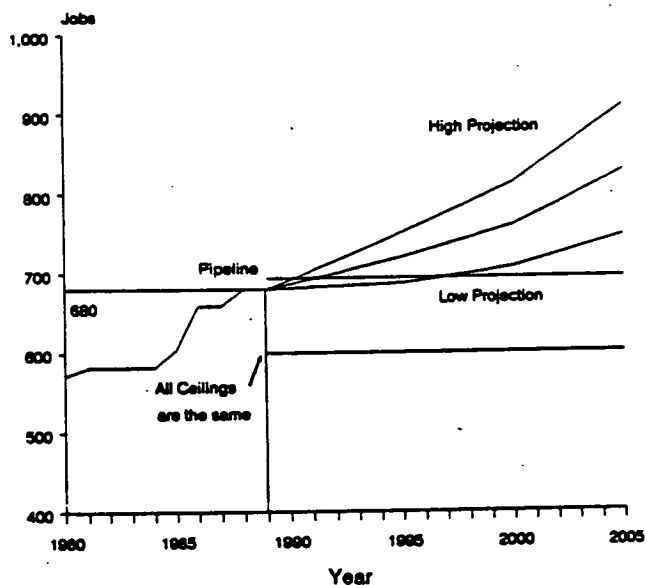
# CLOVERLY

	JOB	HOUSING
1989 Base	680	5,095
Gross Pipeline (9/28/89)	693	5,303
FY 90 Gross Ceiling	600	3,250
Net Remaining	(93)	(2,053)
FY 91 Gross Anticipated Ceiling	600	3,250
Net Remaining	(93)	(2,053)



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	16,710	13
Jobs	680	17
Housing Units	5,095	14
Jobs/Housing Ratio	.13	17
Land Area in Square Miles	9.96	11

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$283,890	4	\$177,500	6
Single-Family Attached	\$140,720	6	\$93,350	13

### 1987 Population Characteristics

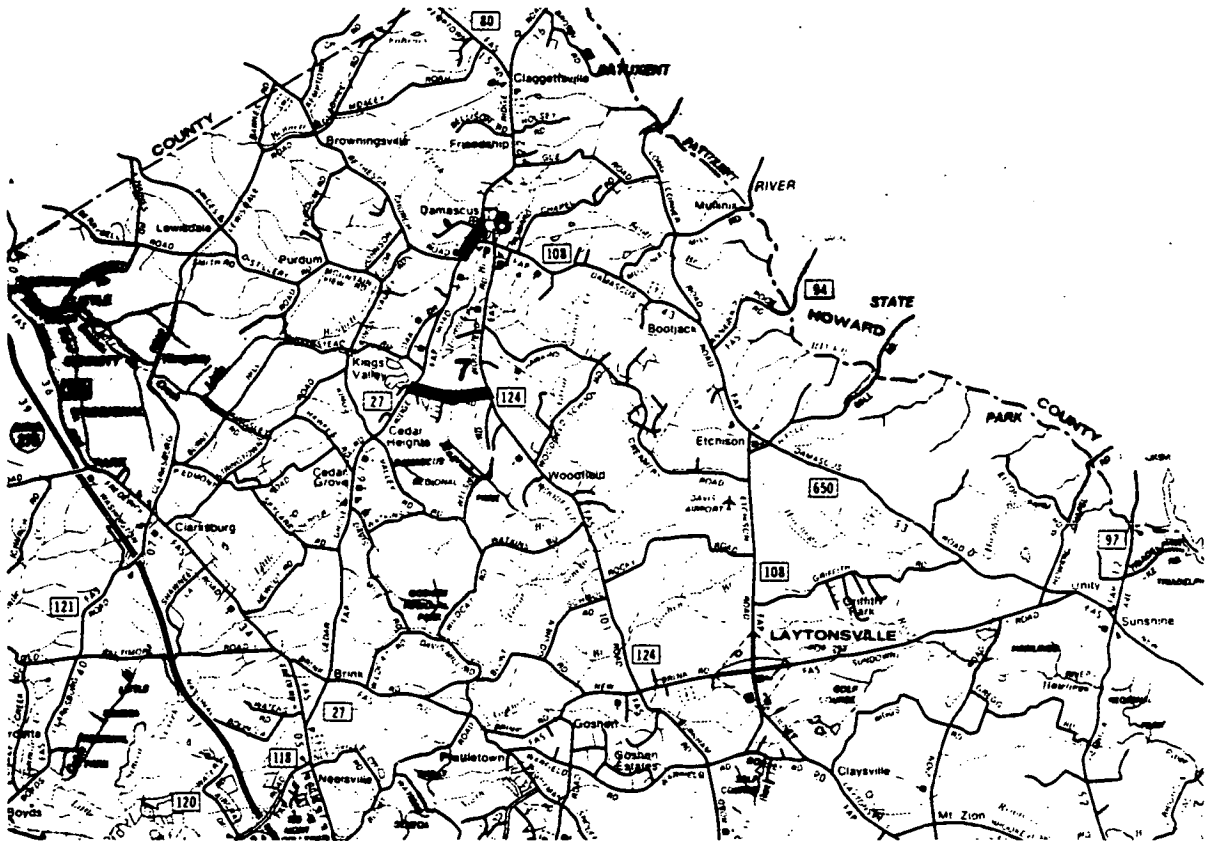
	Percent	Rank
Work in Montgomery County	46.9	13
Use Transit for Worktrip	2.8	17
Non-Auto Driver Work Trip	5.4	17

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	100.0	1
Owning Homes	98.3	1
With Housing Cost/Income Ratio $\geq$ 30%	7.7	17
Owning 3 or More Cars	43.7	1
	Average	Rank
Age of Housing Unit	14.85	11
Monthly Rent	\$700	4
Number of Employed Workers per Household	1.89	1
1986 Median Household Income	\$61,050	3

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	20	17
Housing Units	270	11



# PROGRAMMED IMPROVEMENTS IN THE DAMASCUS POLICY AREA

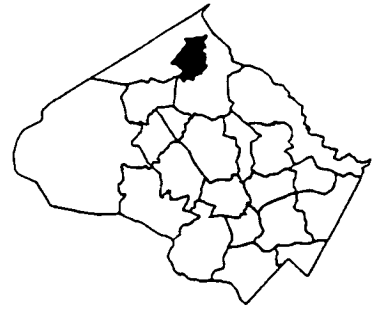
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>DAMASCUS</b>					
Special Projects	6.	<u>Ridge Road (MD 27)</u> Lewis Drive to Main Street (MD 108)	Geometric Improvements	Y	90
873121	7.	<u>Sweepstakes Road</u> Ridge Road (MD 27) to Woodfield Road (MD 124)	Residential Primary	N	93

# DAMASCUS

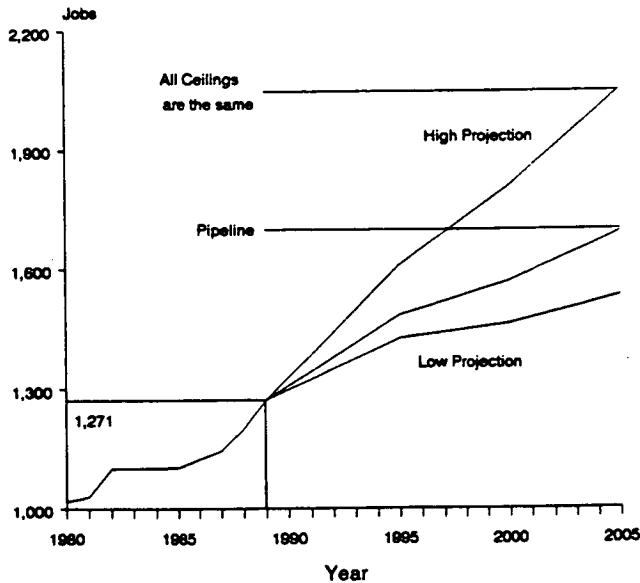
## JOBS

## HOUSING

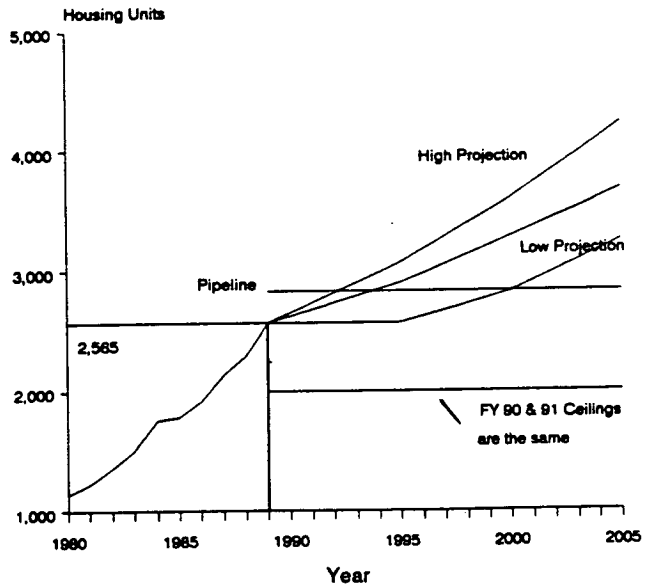
1989 Base	1,271	2,565
Gross Pipeline (9/28/89)	1,697	2,829
FY 90 Gross Ceiling	2,047	1,996
Net Remaining	350	(833)
FY 91 Gross Anticipated Ceiling	2,047	1,996
Net Remaining	350	(833)



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	7,960	16
Jobs	1,271	16
Housing Units	2,565	17
Jobs/Housing Ratio	.49	14
Land Area in Square Miles	9.6	12

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$140,380	15	\$134,900	16
Single-Family Attached	\$77,260	16	N/A	N/A

### 1987 Population Characteristics

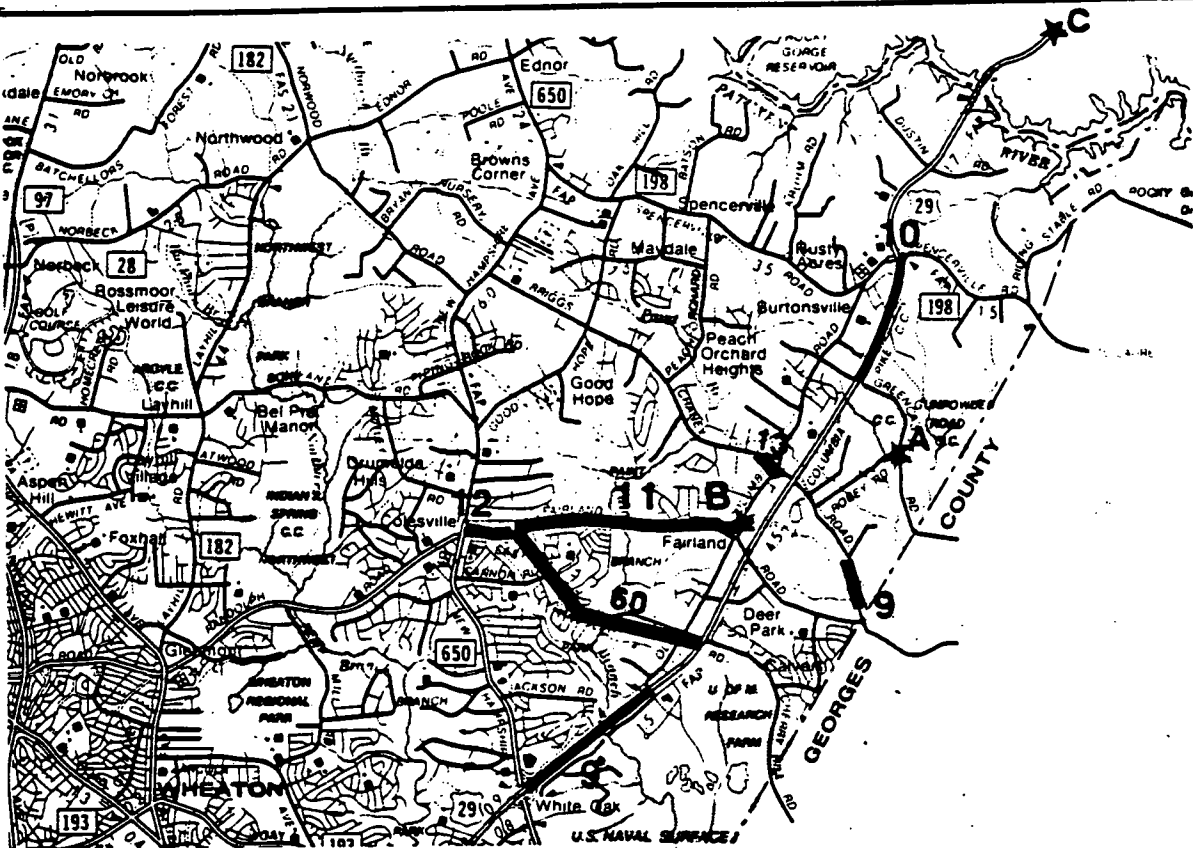
	Percent	Rank
Work in Montgomery County	81.9	2
Use Transit for Worktrip	3.8	16
Non-Auto Driver Work Trip	12.8	12

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	91.7	3
Owning Homes	87.2	4
With Housing Cost/Income Ratio $\geq$ 30%	9.4	16
Owning 3 or More Cars	23.8	5
	Average	Rank
Age of Housing Unit	13.04	13
Monthly Rent	\$370	17
Number of Employed Workers per Household	1.58	5
1986 Median Household Income	\$47,590	7

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	20	16
Housing Units	160	12

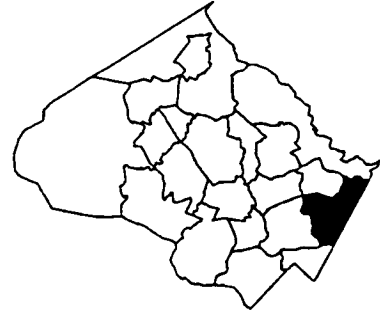


# PROGRAMMED IMPROVEMENTS IN THE FAIRLAND/WHITE OAK POLICY AREA

Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>FAIRLAND/WHITE OAK</b>					
152040	9.	<u>Columbia Pike (US 29)</u> New Hampshire Avenue (MD 650) to Industrial Parkway and Greencastle Road to north of Sandy Spring Road (MD 198)	+2 Lanes	Y	91
883103	10.	<u>Briggs Chaney Road Widening</u> Phase I: Bridge Widening	2 Lane Bridge	Y	91
833963	11.	<u>Fairland Road</u> Randolph Road to Columbia Pike (US 29)	Capacity Widening	Y	91
833969	60.	<u>E. Randolph Road Widening</u> Phase II: Fairland Road to Old Columbia Pike	+3 Lanes	N	94
833888	12.	<u>E. Randolph Road Widening</u> Phase I: New Hampshire Avenue (MD 650) to Fairland Road	+4 Lanes Divided	Y	92
873114	13.	<u>Briggs Chaney Realignment East</u> Old Columbia Pike to 1400' West	2 Lanes	Y	93
SRP-44	14.	<u>MD 650/Randolph Road</u> Randolph Road to Notley Road	+2 Lanes	N	by developer
883152	A.	<u>Greencastle Lakes Park &amp; Ride</u> Greencastle Road north of Robey Road	169 ± spaces		91
	B.	Fairland Rd./Old Columbia Pike Park & Ride	600 ± Spaces		93
913179	C.	Scaggsville Park & Ride	700 Spaces		92

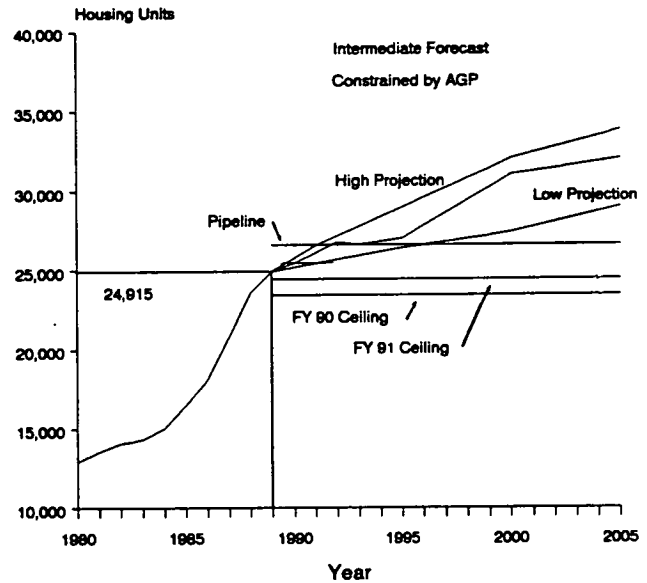
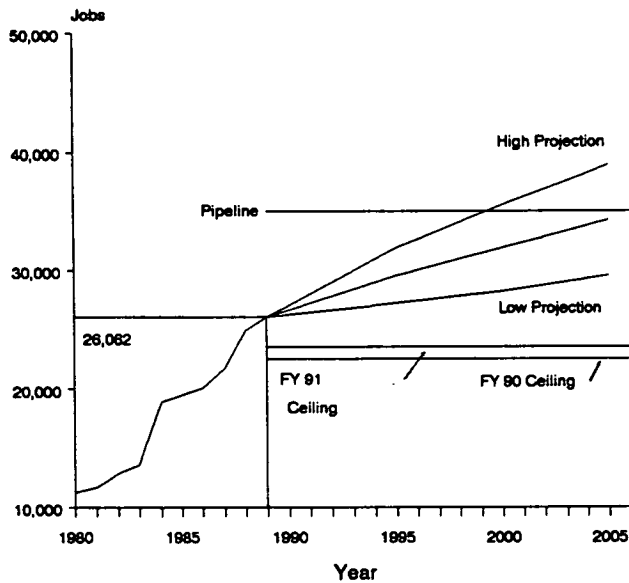
# FAIRLAND/WHITE OAK

	JOB	HOUSING
1989 Base	26,062	24,915
Gross Pipeline (9/28/89)	35,007	26,840
FY 90 Gross Ceiling	22,561	23,446
Net Remaining	(12,446)	(3,394)
FY 91 Gross Anticipated Ceiling	23,561	24,446
Net Remaining	(11,446)	(2,394)



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	65,780	4
Jobs	26,062	8
Housing Units	24,915	5
Jobs/Housing Ratio	1.05	8
Land Area in Square Miles	20.87	3

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$189,230	12	\$172,500	8
Single-Family Attached	\$122,780	11	\$112,900	7

### 1987 Population Characteristics

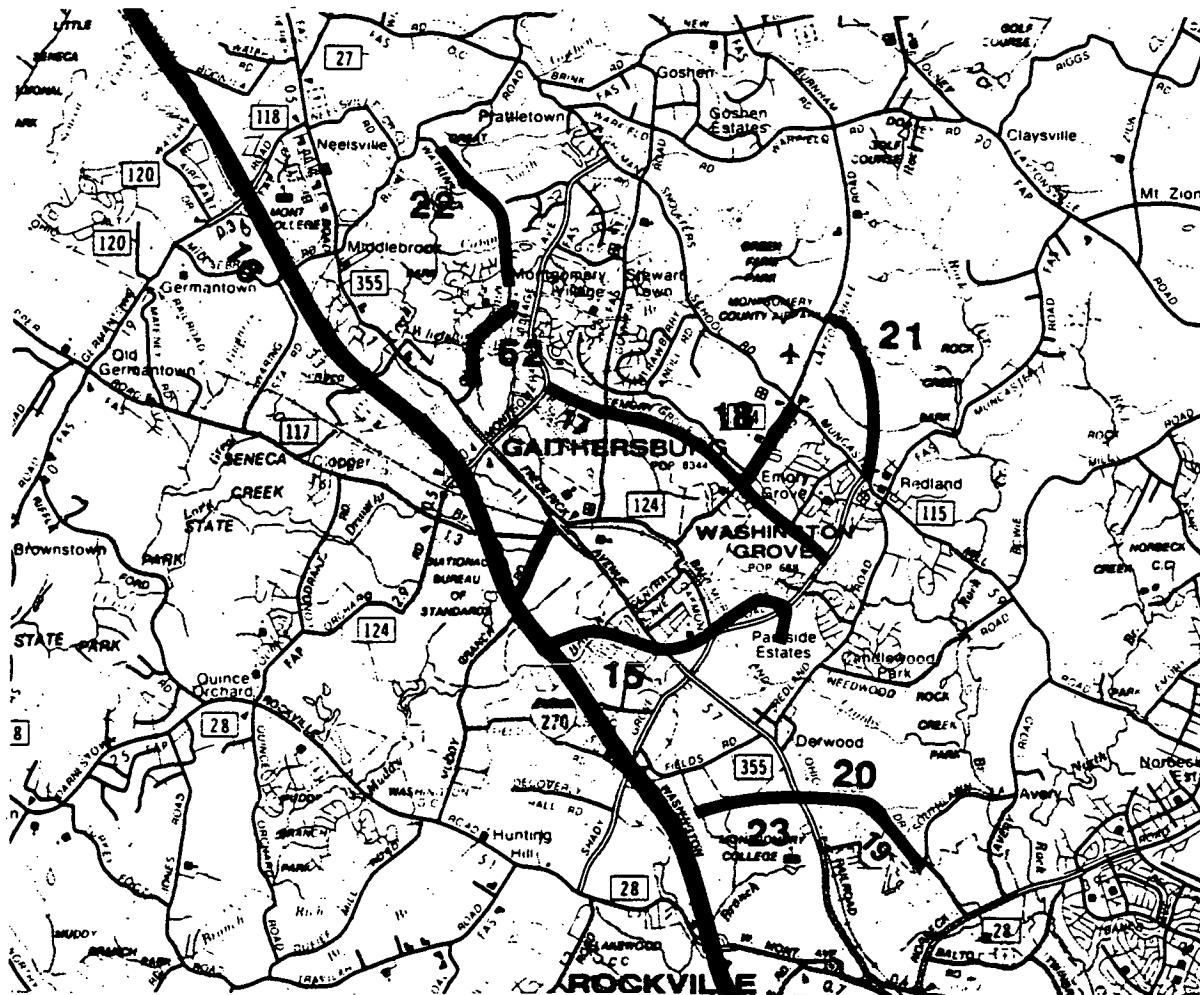
	Percent	Rank
Work in Montgomery County	45.8	14
Use Transit for Worktrip	9.0	9
Non-Auto Driver Work Trip	15.1	9

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	64.0	12
Owning Homes	62.0	14
With Housing Cost/Income Ratio $\geq$ 30%	15.4	7
Owning 3 or More Cars	19.9	7
	Average	Rank
Age of Housing Unit	15.36	10
Monthly Rent	\$600	9
Number of Employed Workers per Household	1.57	8
1986 Median Household Income	\$47,320	8

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,180	7
Housing Units	1,740	1

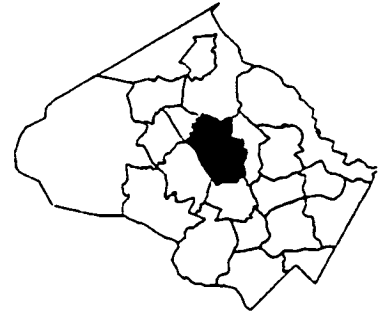


### PROGRAMMED IMPROVEMENTS IN THE GAITHERSBURG EAST POLICY AREA

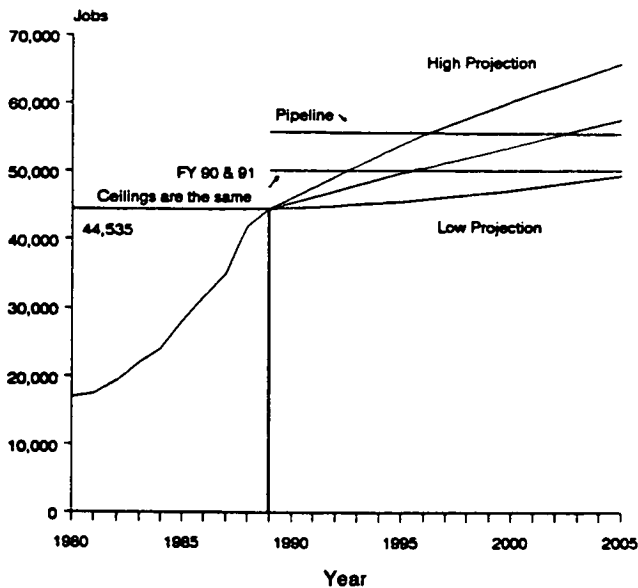
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>GAITHERSBURG EAST</b>					
151015	15.	<u>I-370 Metro Connection</u> I-270 to Shady Grove Metro Access Road	4-6 Lanes Freeway	Y	90
151024	16.	<u>I-270 Widening</u> Montgomery Village Avenue (MD 124) to Shady Grove Road	+2 Lanes CD Roads	Y	90
153065	17.	<u>Midcounty Highway Widening (MD 115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+2 Lanes Divided	Y	91
SRP-58	18.	<u>MD 124 Relocated</u> Midcounty Highway to Muncester Mill Road (MD 115)		N	by developer
763815	19.	<u>Gude Drive Railroad Bridge</u> Over B&O and Metro Tracks	+3 Lanes Divided	Y	91
793177	20.	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive Section II: Calhoun Dr. to Dover Rd. Section III: Dover Rd. to Southlawn Ln.	+4 Lanes Divided +2 Lanes Divided +3 Lanes Divided	Y Y Y	91 91 91
853176	21.	<u>Airport Road/Shady Grove Road Ext.</u> Muncester Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	93
853137	22.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court; Apple Ridge Rd. to past Great Seneca CK.	+2 Lanes	Y	91
823754	62.	<u>Watkins Mill Road Bridge</u> Whetstone Run Stream	+2 Lanes	N	94
723271	23.	<u>Gude Drive Extension - Phase II</u> Piccard Dr. to Frederick Ave. (MD 355)	+2 Lanes Divided	Y	91

# GAITHERSBURG EAST

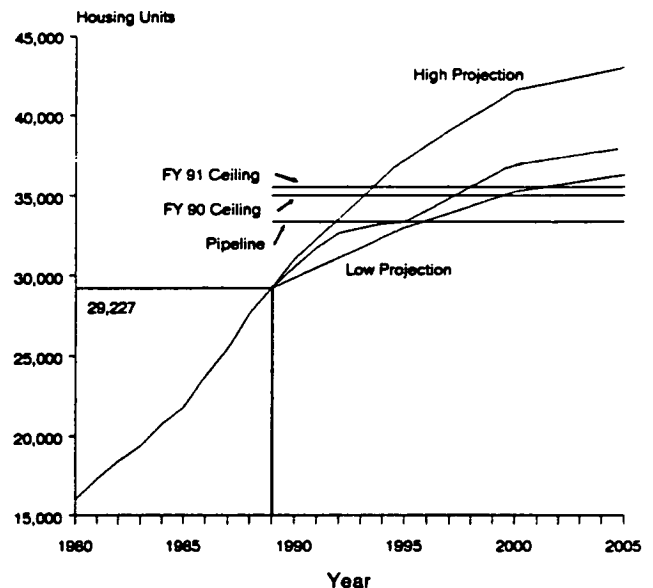
	JOB	HOUSING
1989 Base	44,535	29,227
Gross Pipeline (9/28/89)	55,729	33,400
FY 90 Gross Ceiling	50,159	34,997
Net Remaining	(5,570)	1,597
FY 91 Gross Anticipated Ceiling	50,159	35,497
Net Remaining	(5,570)	2,097



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	79,500	2
Jobs	44,535	4
Housing Units	29,227	2
Jobs/Housing Ratio	1.52	6
Land Area in Square Miles	22.05	2

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$160,390	13	\$159,000	9
Single-Family Attached	\$120,180	12	\$95,500	12

### 1987 Population Characteristics

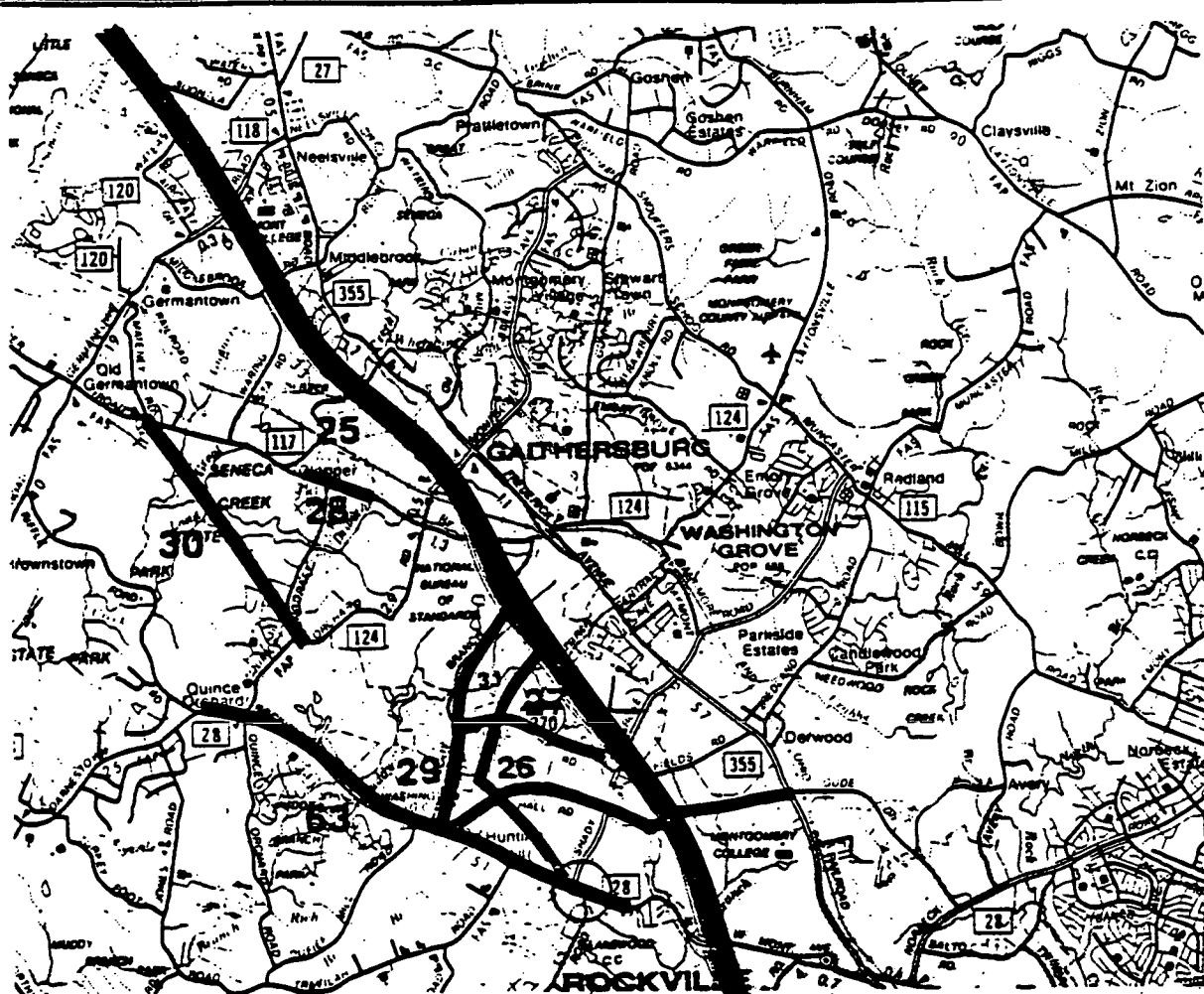
	Percent	Rank
Work in Montgomery County	75.4	3
Use Transit for Worktrip	11.3	7
Non-Auto Driver Work Trip	17.9	7

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	68.7	10
Owning Homes	65.8	13
With Housing Cost/Income Ratio $\geq$ 30%	16.5	6
Owning 3 or More Cars	15.9	12
	Average	Rank
Age of Housing Unit	11.07	14
Monthly Rent	\$560	15
Number of Employed Workers per Household	1.57	8
1986 Median Household Income	\$41,690	12

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	3,840	1
Housing Units	1,270	2

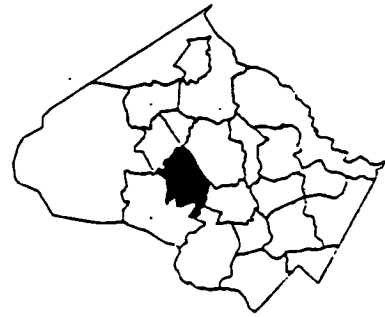


# PROGRAMMED IMPROVEMENTS IN THE GAITHERSBURG WEST POLICY AREA

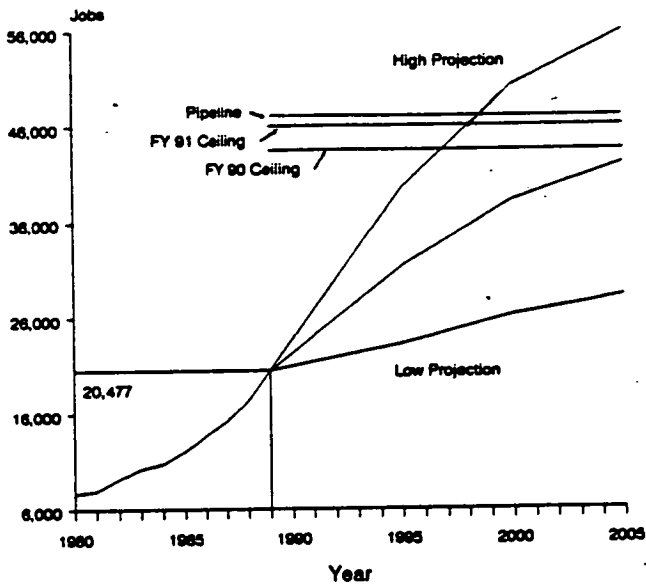
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/69	100% of Const. Expenditures By Fiscal Year
<b><u>GAITHERSBURG WEST</u></b>					
	24.	<u>Perry Parkway</u> West Diamond Avenue (MD 117) to Frederick Avenue (MD 355)	4 Lanes	N	89
151024	25.	<u>I-270 Widening</u> Montgomery Village Avenue (MD 124) to Shady Grove Road	+2 Lanes CD Roads	Y	90
853121	26.	<u>Key West Ave. - Shady Grove to Gude Dr.</u> Phase II: Shady Grove Road to Gude Dr.	+2 Lanes Divided	Y	91
805530	27.	<u>Key West Avenue - MD 28 Phase III</u> Darnestown Road (MD 28) to Great Seneca Highway Great Seneca Hwy. to Shady Grove Rd.	+2 Lanes Divided +4 Lanes Divided	Y	91
743799	28.	<u>Landcraft Road Phase II</u> Clapper Rd. (MD 117) from Metropolitan Grove Road to Game Preserve Road	+2 Lanes	Y	92
663907	29.	<u>Fields Road</u> Muddy Branch Road to Omega Drive	+3 Lanes	Y	91
863111	30.	<u>Great Seneca Highway Phase III</u> Great Seneca Creek to Quince Orchard Road (MD 124)	4 Lanes Divided	Y	91
853122	31.	<u>San Elia Highway</u> Phase I: I-270 to Fields Rd. South Phase II: Fields Rd. South to Great Seneca Highway	6 Lanes Divided 4 Lanes Divided	Y  N	91  92
153387	63.	<u>MD 28 Darnestown Road</u> a. I-270 to Research Boulevard b. Research Boulevard to Gude Drive c. Key West Avenue to Duffel Mill Road d. Duffel Mill Rd. to Quince Orchard Road e. Quince Orchard Road to Riffleford Road	+2 Lanes 6 Lanes Divided +2 Lanes Divided +4 Lanes Divided +2 Lanes Divided	N N  N N N	94 94  94 94 94

# GAITHERSBURG WEST

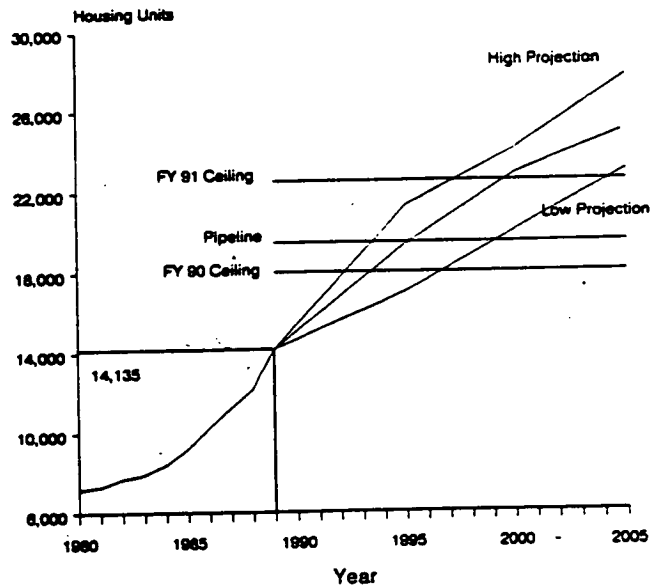
	JOB	HOUSING
1989 Base	20,477	14,135
Gross Pipeline (9/28/89)	47,354	19,877
FY 90 Gross Ceiling	43,497	17,999
Net Remaining	(3,857)	(1,878)
FY 91 Gross Anticipated Ceiling	45,997	22,499
Net Remaining	(1,357)	2,622



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	40,880	9
Jobs	20,477	9
Housing Units	14,135	9
Jobs/Housing Ratio	1.45	7
Land Area in Square Miles	18.73	6

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$242,480	8	\$200,000	5
Single-Family Attached	\$125,250	9	\$106,500	11

### 1987 Population Characteristics

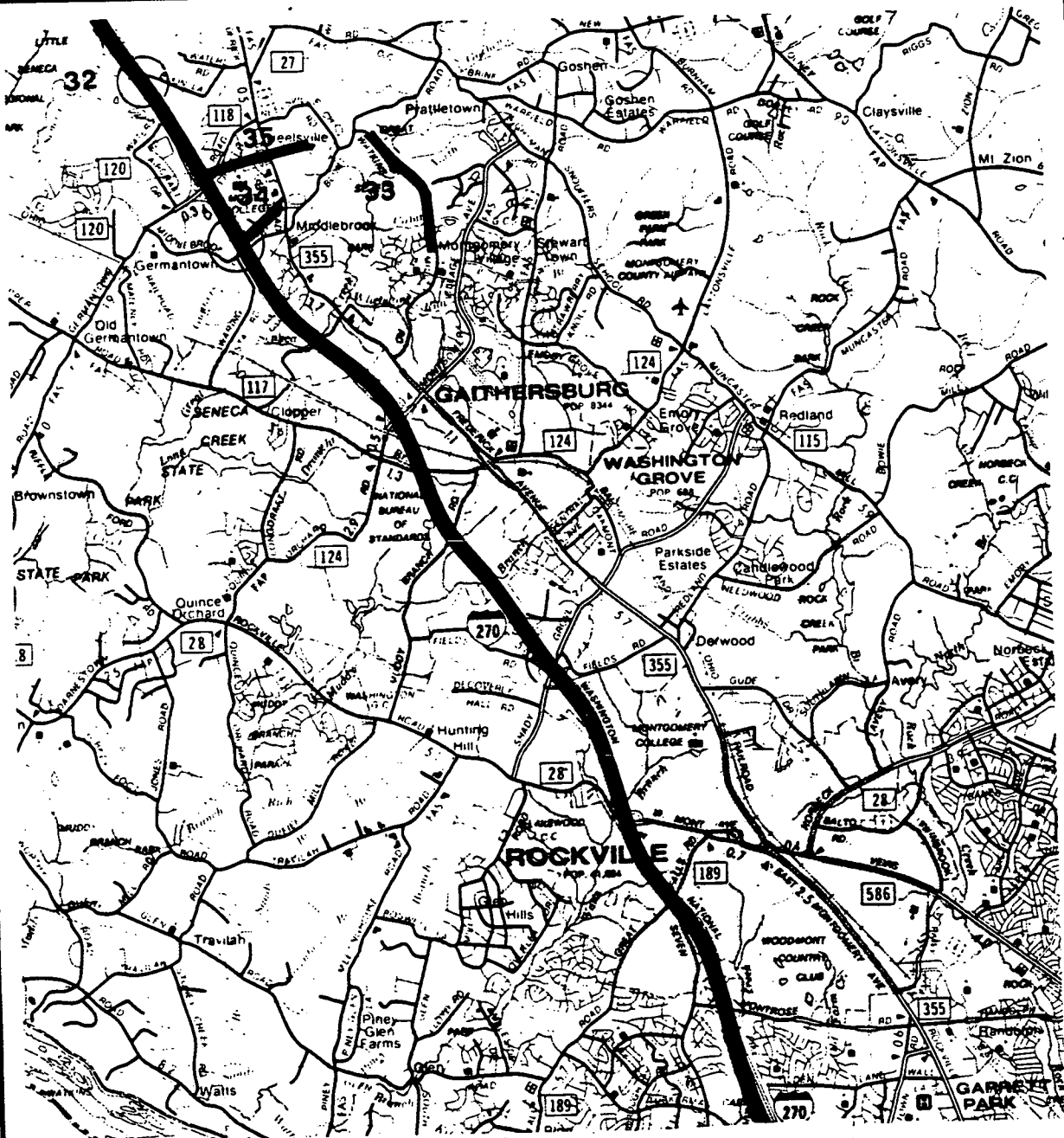
	Percent	Rank
Work in Montgomery County	73.1	5
Use Transit for Worktrip	7.5	12
Non-Auto Driver Work Trip	13.4	10

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	71.5	9
Owning Homes	69.1	10
With Housing Cost/Income Ratio $\geq$ 30%	17.0	5
Owning 3 or More Cars	16.4	9
	Average	Rank
Age of Housing Unit	9.27	15
Monthly Rent	\$660	5
Number of Employed Workers per Household	1.60	4
1986 Median Household Income	\$49,422	5

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,610	6
Housing Units	1,040	4

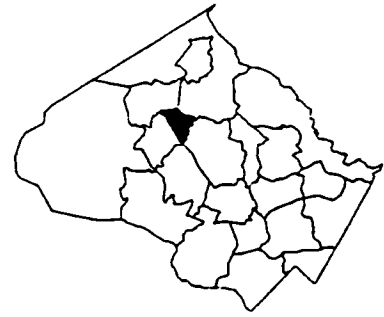


# PROGRAMMED IMPROVEMENTS IN THE GERMANTOWN EAST POLICY AREA

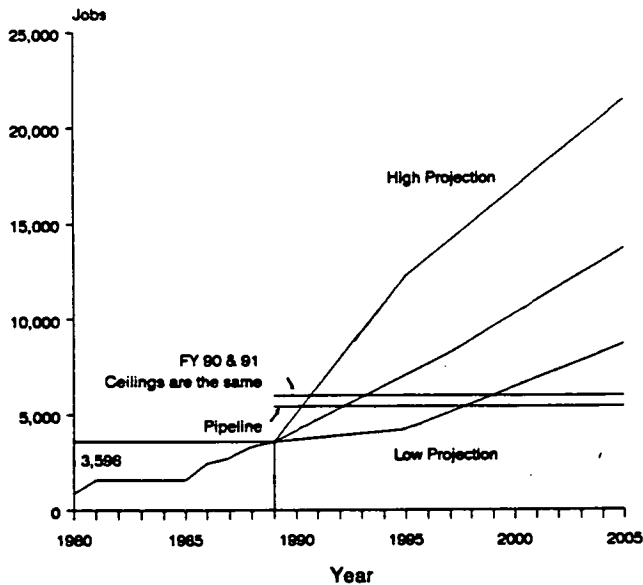
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>GERMANTOWN EAST</b>					
151024	32.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+2 Lanes New Interchange	Y	92
853137	33.	<u>Watkins Mill Road-School Access</u> Apple Ridge Rd. to past Great Seneca Creek	+2 Lanes	Y	91
863125	34.	<u>Middlebrook Road</u> Phase II: I-270 to Frederick Road (MD 355)	3 Lanes	Y	91
863171 153023	35.	<u>MD 118 Relocated (Germantown Road)</u> Phase II: I-270 to Frederick Road (MD 355)	6 Lanes Divided	N	93

# GERMANTOWN EAST

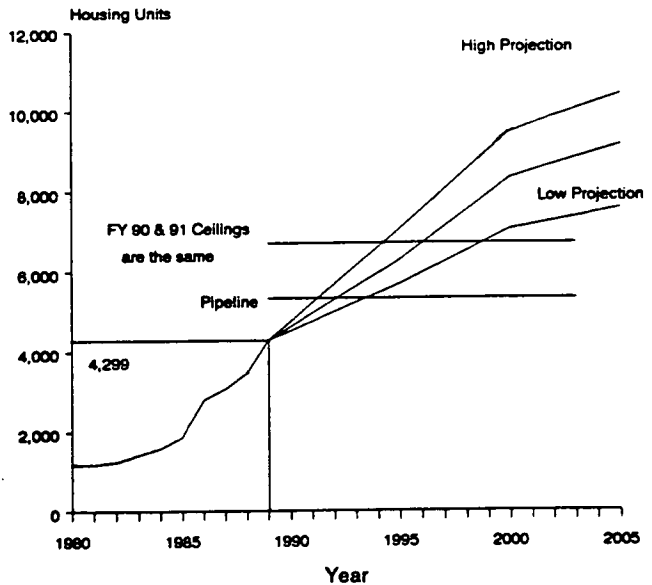
	JOB	HOUSING
1989 Base	3,596	4,299
Gross Pipeline (9/28/89)	5,437	5,418
FY 90 Gross Ceiling	5,997	6,706
Net Remaining	560	1,288
FY 91 Gross Anticipated Ceiling	5,997	6,706
Net Remaining	560	1,288



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	11,540	14
Jobs	3,596	15
Housing Units	4,299	16
Jobs/Housing Ratio	.84	9
Land Area in Square Miles	5.96	15

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$159,190	14	\$138,450	13
Single-Family Attached	\$108,750	14	\$88,000	15

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	82.1	1
Use Transit for Worktrip	6.0	14
Non-Auto Driver Work Trip	11.4	14

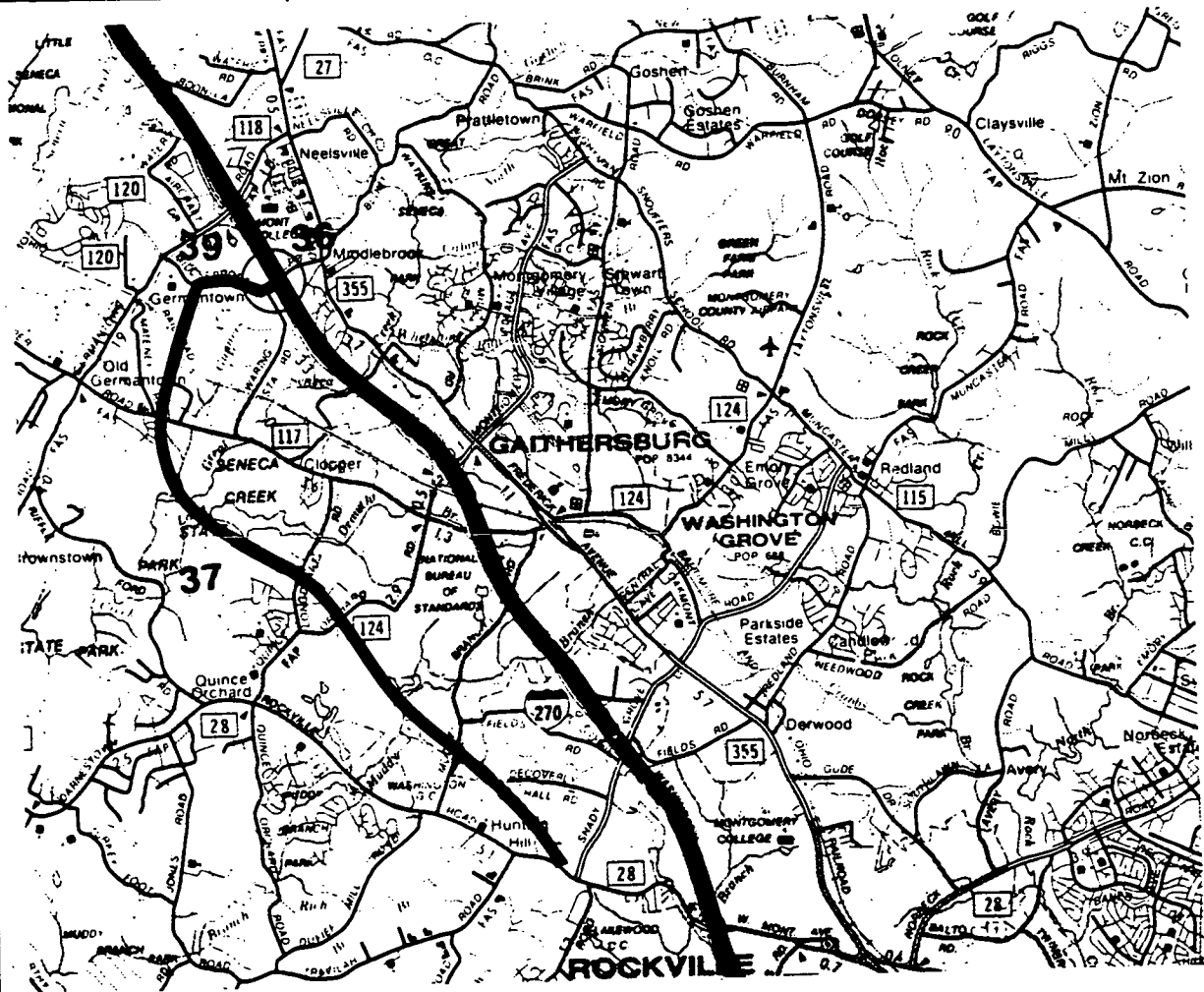
### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	84.2	5
Owning Homes	74.6	7
With Housing Cost/Income Ratio $\geq$ 30%	17.8	4
Owning 3 or More Cars	14.5	13

	Average	Rank
Age of Housing Unit	6.91	16
Monthly Rent	\$590	12
Number of Employed Workers per Household	1.58	7
1986 Median Household Income	\$40,180	13

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	310	11
Housing Units	430	7

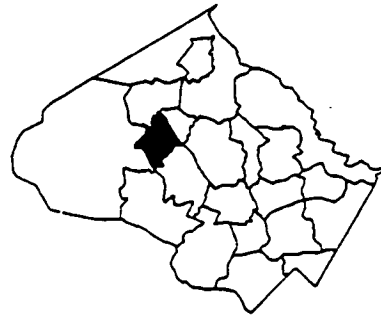


# PROGRAMMED IMPROVEMENTS IN THE GERMANTOWN WEST POLICY AREA

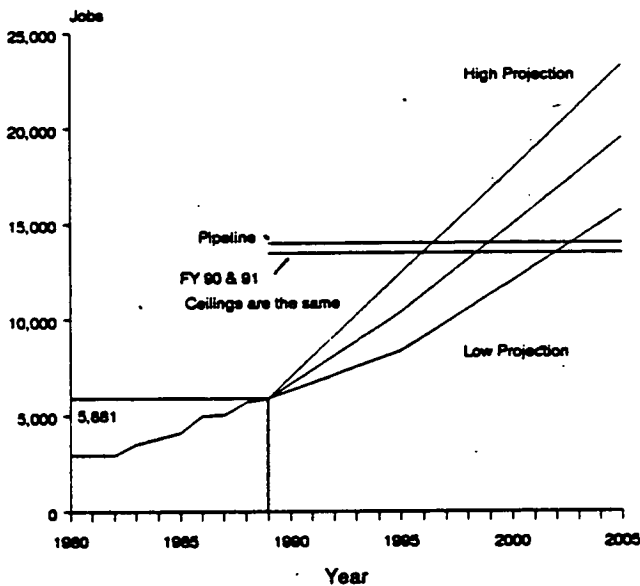
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>GERMANTOWN WEST</b>					
151024	36.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+2 Lanes New Interchange	Y	92
863111	37.	<u>Great Seneca Highway, Phase III</u> Middlebrook Road to Great Seneca Creek	4 Lanes Divided	Y	91
863125	39.	<u>Middlebrook Road, Phase I</u> Great Seneca Highway to I-270	+4 Lanes Divided	N	93

# GERMANTOWN WEST

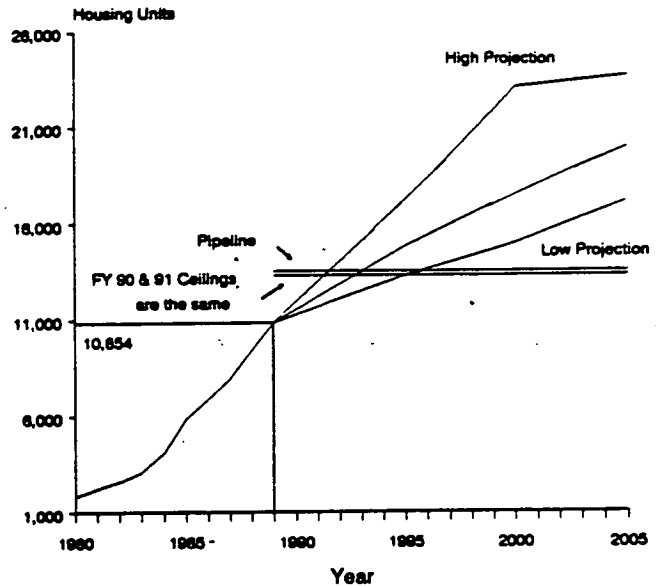
	JOB	HOUSING
1989 Base	5,881	10,854
Gross Pipeline (9/28/89)	13,995	13,576
FY 90 Gross Ceiling	13,496	13,504
Net Remaining	(499)	(72)
FY 91 Gross Anticipated Ceiling	13,496	13,504
Net Remaining	(499)	(72)



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	26,930	11
Jobs	5,881	13
Housing Units	10,854	11
Jobs/Housing Ratio	.54	13
Land Area in Square Miles	11.24	10

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$199,310	11	\$138,000	14
Single-Family Attached	\$106,730	15	\$90,500	14

### 1987 Population Characteristics

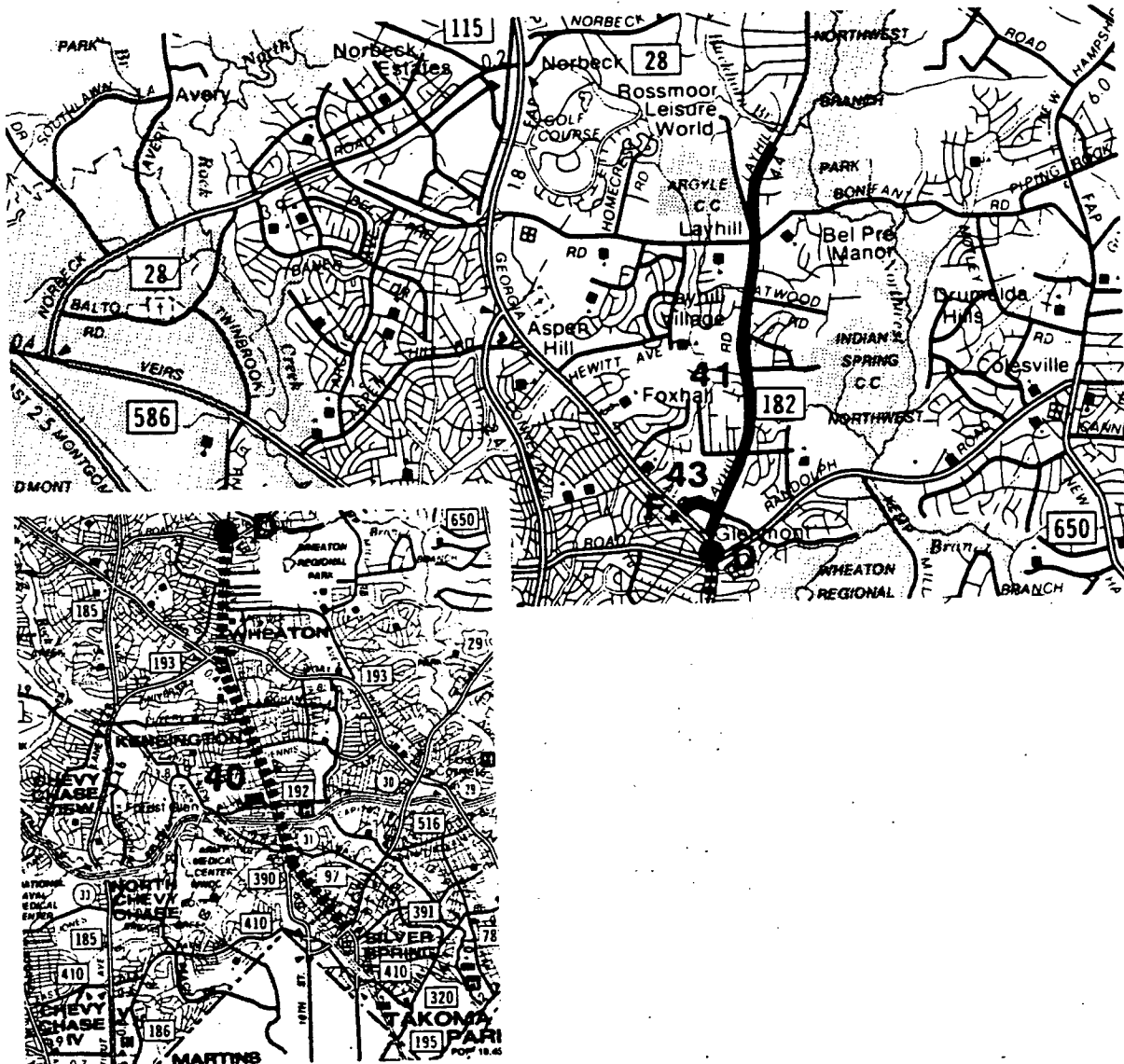
	Percent	Rank
Work in Montgomery County	75.1	4
Use Transit for Worktrip	6.0	14
Non-Auto Driver Work Trip	11.3	15

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	67.4	11
Owning Homes	68.0	11
With Housing Cost/Income Ratio $\geq$ 30%	14.6	9
Owning 3 or More Cars	10.2	14
	Average	Rank
Age of Housing Unit	6.08	17
Monthly Rent	\$560	14
Number of Employed Workers per Household	1.56	10
1986 Median Household Income	\$38,950	14

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	380	9
Housing Units	1,240	3

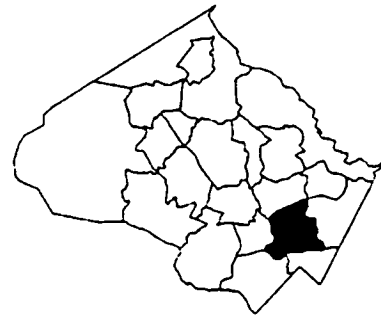


# PROGRAMMED IMPROVEMENTS IN THE KENSINGTON/WHEATON POLICY AREA

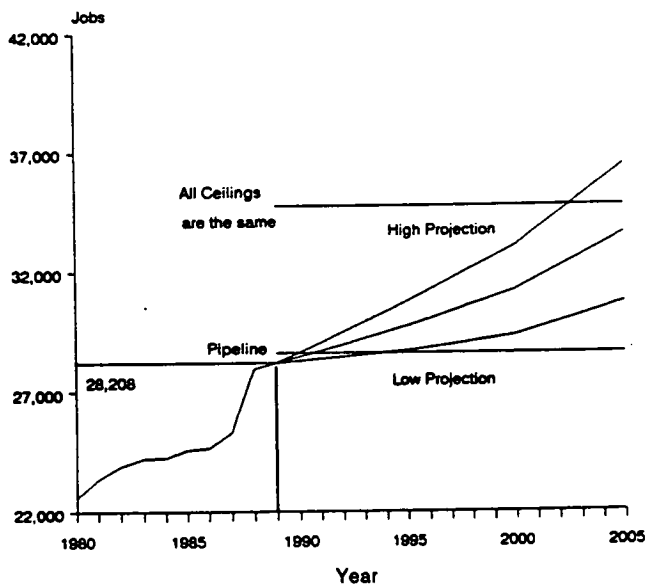
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>KENSINGTON/WHEATON</b>					
153181	40.	<u>Forest Glen Road (MD 192)</u> Georgia Ave. (MD 97) to Belvedere PL.	+2 Lanes	Y	90
153011	41.	<u>Layhill Road Widening</u> Georgia Ave. (MD 97) to Bel Pre Road	+2 Lanes Divided	Y	91
903192	43.	<u>Glenallan Avenue</u> Georgia Avenue (MD 97) to Layhill Road (MD 182)	Capacity Widening	N	93
773954	D.	<u>Glenmont Metrorail Line</u> Extension to Wheaton	Forest Glen & Wheaton Stations		91
883138	E.	<u>Ride-On Bus Aquisition</u> Expanded service for opening of Metrorail	57 buses		94
903238	F.	<u>Glenmont Metro Parking Garage</u> WMATA Garage Site	1900 ± spaces		92

# KENSINGTON/WHEATON

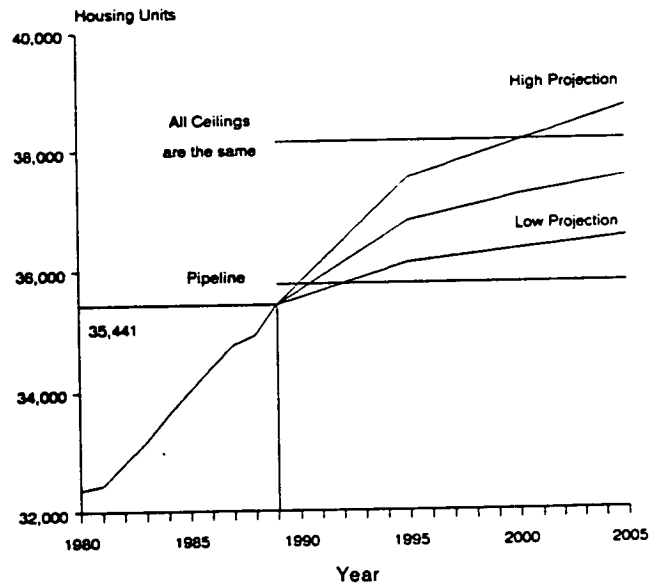
	JOB	HOUSING
1989 Base	28,208	35,441
Gross Pipeline (9/28/89)	28,641	35,795
FY 90 Gross Ceiling	34,777	38,139
Net Remaining	6,136	2,344
FY 91 Gross Anticipated Ceiling	34,777	38,139
Net Remaining	6,136	2,344



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	88,980	1
Jobs	28,208	7
Housing Units	35,441	1
Jobs/Housing Ratio	.80	10
Land Area in Square Miles	19.75	5

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$225,530	9	\$130,000	17
Single-Family Attached	N/A	N/A	\$110,000	8

### 1987 Population Characteristics

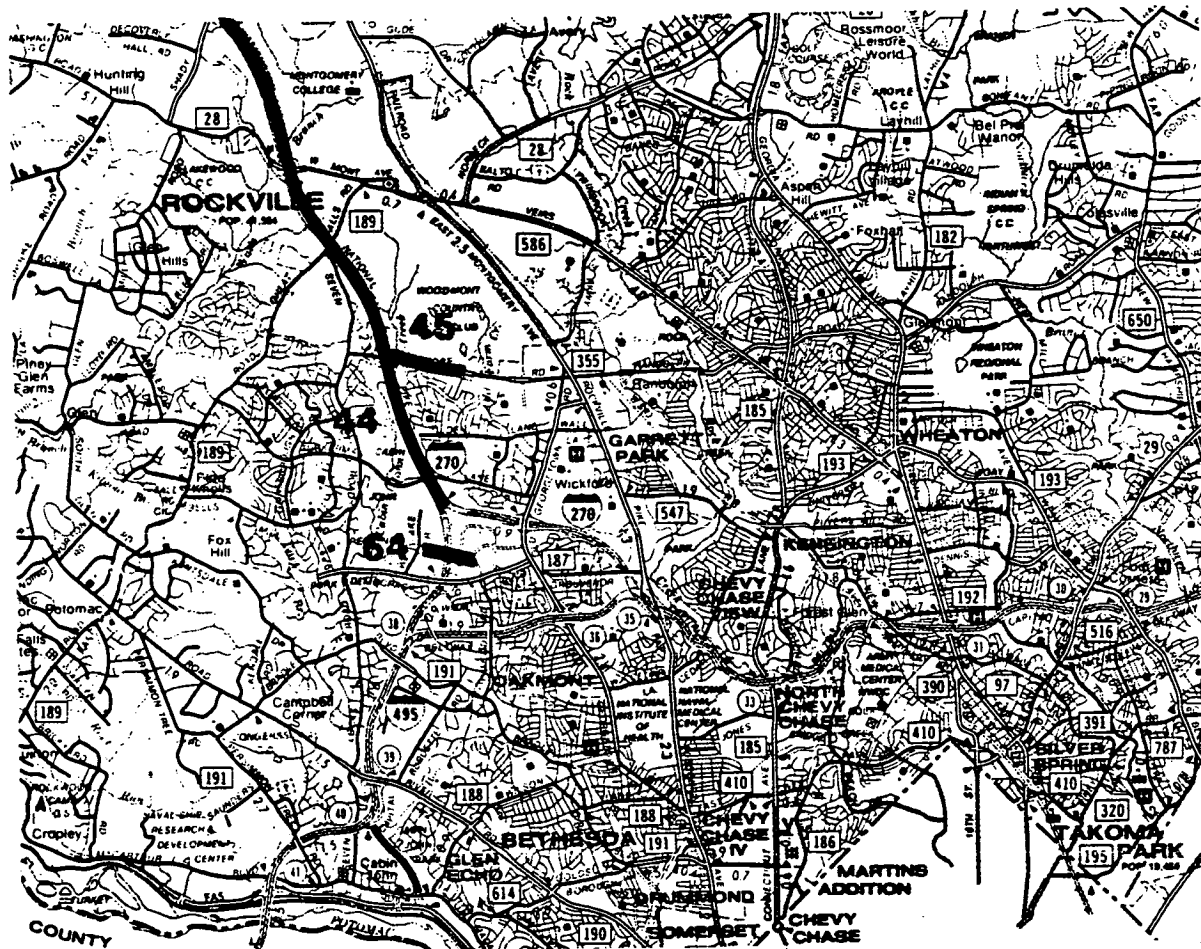
	Percent	Rank
Work in Montgomery County	56.2	10
Use Transit for Worktrip	10.3	8
Non-Auto Driver Work Trip	16.9	8

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	82.6	6
Owning Homes	77.7	6
With Housing Cost/Income Ratio $\geq$ 30%	14.0	11
Owning 3 or More Cars	19.4	8
	Average	Rank
Age of Housing Unit	30.08	3
Monthly Rent	\$570	13
Number of Employed Workers per Household	1.38	12
1986 Median Household Income	\$42,080	11

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	830	8
Housing Units	330	10



# PROGRAMMED IMPROVEMENTS IN THE NORTH BETHESDA POLICY AREA

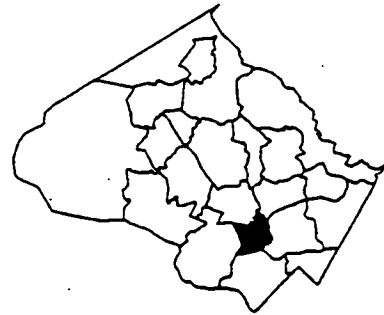
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>NORTH BETHESDA</b>					
151024	44.	<u>I-270 Widening</u> Y Split to Montrose Road	+2 Lanes CD Roads	Y	90
813691	64.	<u>I-270 Overpass</u> Westlake Terrace to Fernwood Road (Available only with developer contributions)	4 Lanes	N	94
813391	45.	<u>Montrose Road Extension</u> Phase III: Westmont Blvd. to Old Bridge Road	Capacity Widening	Y	91

# NORTH BETHESDA

## JOBS

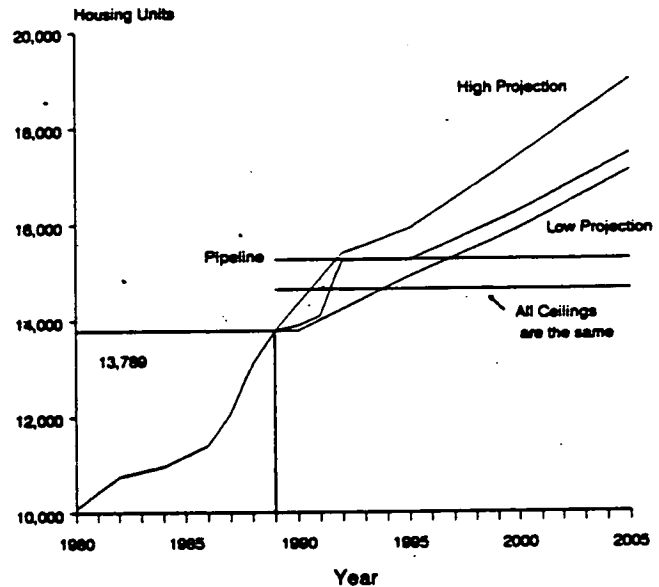
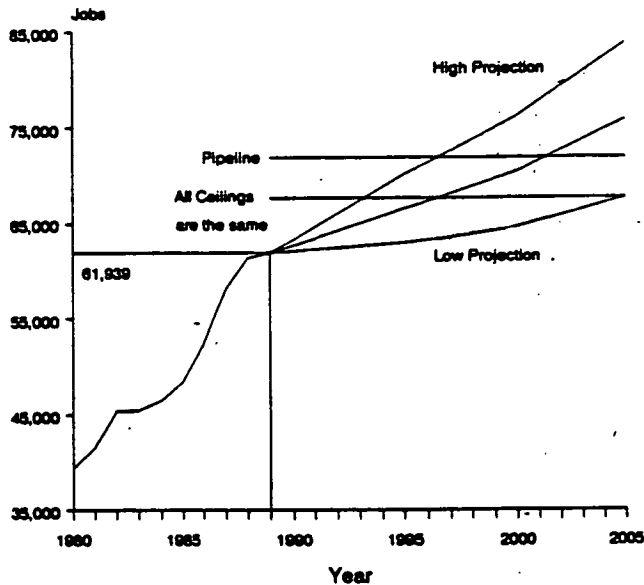
## HOUSING

1989 Base	61,939	13,789
Gross Pipeline (9/28/89)	71,865	15,265
FY 90 Gross Ceiling	67,677	14,638
Net Remaining	(4,188)	(627)
FY 91 Gross Anticipated Ceiling	67,677	14,638
Net Remaining	(4,188)	(627)



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	31,710	10
Jobs	61,939	1
Housing Units	13,789	10
Jobs/Housing Ratio	4.49	3
Land Area in Square Miles	9.01	13

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	N/A	N/A	\$226,000	4
Single-Family Attached	\$297,950	4	\$235,360	1

### 1987 Population Characteristics

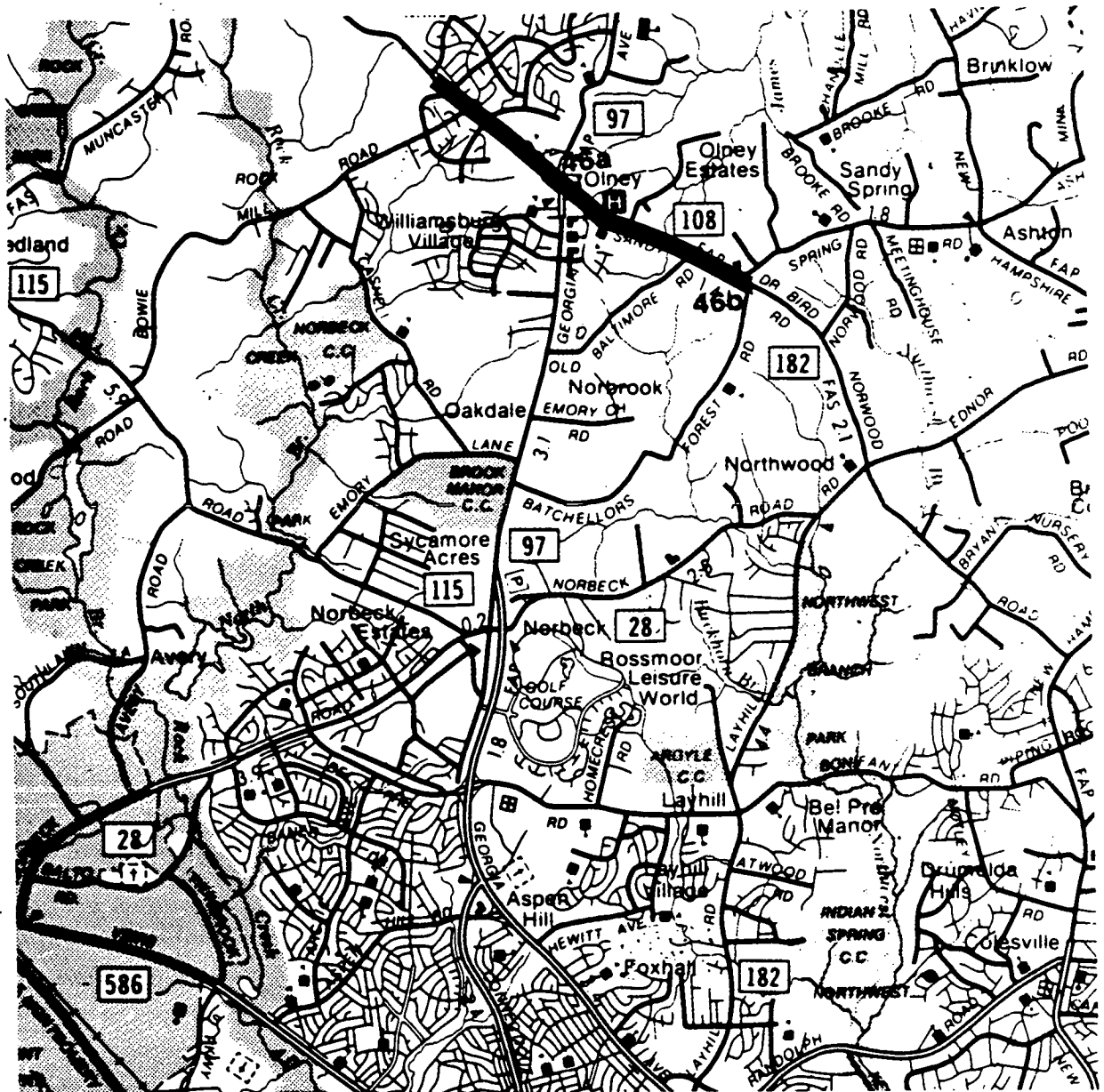
	Percent	Rank
Work in Montgomery County	57.4	9
Use Transit for Worktrip	16.2	4
Non-Auto Driver Work Trip	23.4	5

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	55.0	14
Owning Homes	66.4	12
With Housing Cost/Income Ratio $\geq$ 30%	13.2	12
Owning 3 or More Cars	16.0	11
	Average	Rank
Age of Housing Unit	23.00	7
Monthly Rent	\$750	3
Number of Employed Workers per Household	1.37	13
1986 Median Household Income	\$48,980	6

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	3,640	2
Housing Units	350	9

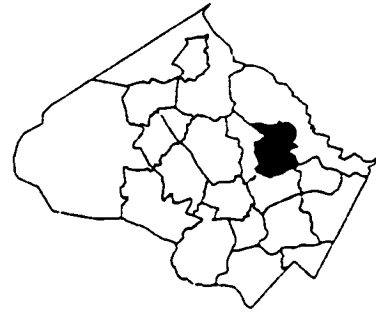


# PROGRAMMED IMPROVEMENTS IN THE OLNEY POLICY AREA

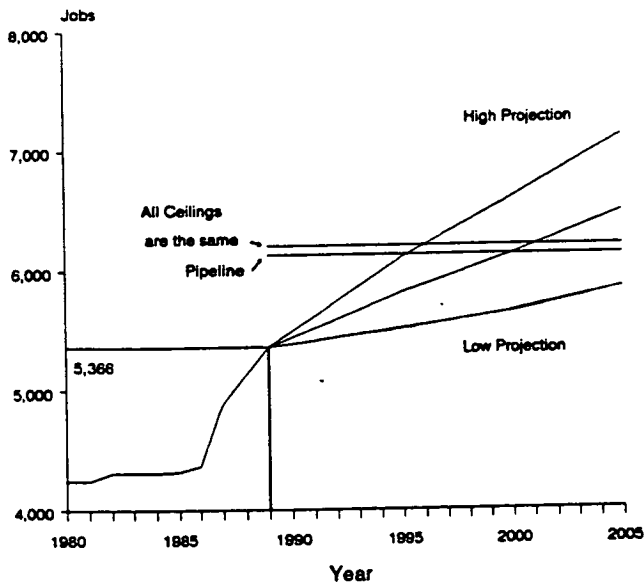
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>OLNEY</b>					
153370	46.	<u>Laytonsville-Sandy Spring Road (MD 108)</u>			
		a. Olney Mill Road to Headwaters Dr.	+2 Lanes Divided	Y	93
		b. Prince Phillip Avenue to Dr Bird Road	+2 Lanes Divided	Y	93

# OLNEY

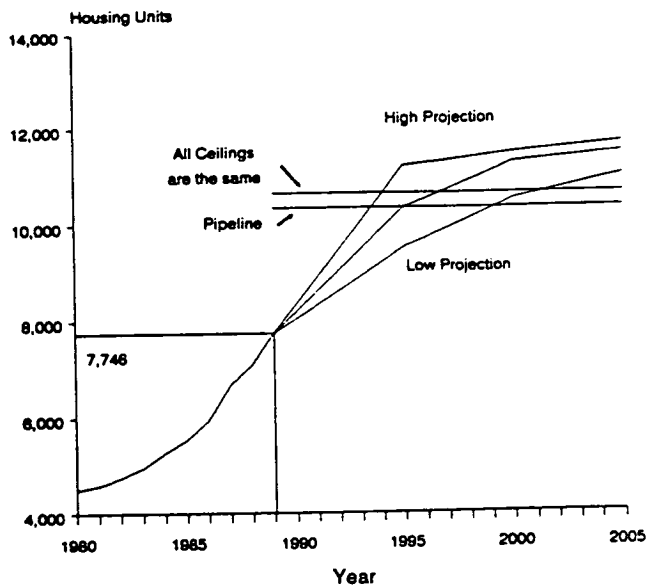
	JOBS		HOUSING	
1989 Base	5,366		7,746	
Gross Pipeline (9/28/89)	6,129		10,343	
FY 90 Gross Ceiling	6,200		10,649	
Net Remaining		71		306
FY 91 Gross Anticipated Ceiling	6,200		10,649	
Net Remaining		71		306
	6,200		10,649	
		71		306



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	25,340	12
Jobs	5,366	14
Housing Units	7,746	12
Jobs/Housing Ratio	.69	12
Land Area in Square Miles	16.93	7

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$224,140	10	\$175,000	7
Single-Family Attached	\$123,700	10	N/A	N/A

### 1987 Population Characteristics

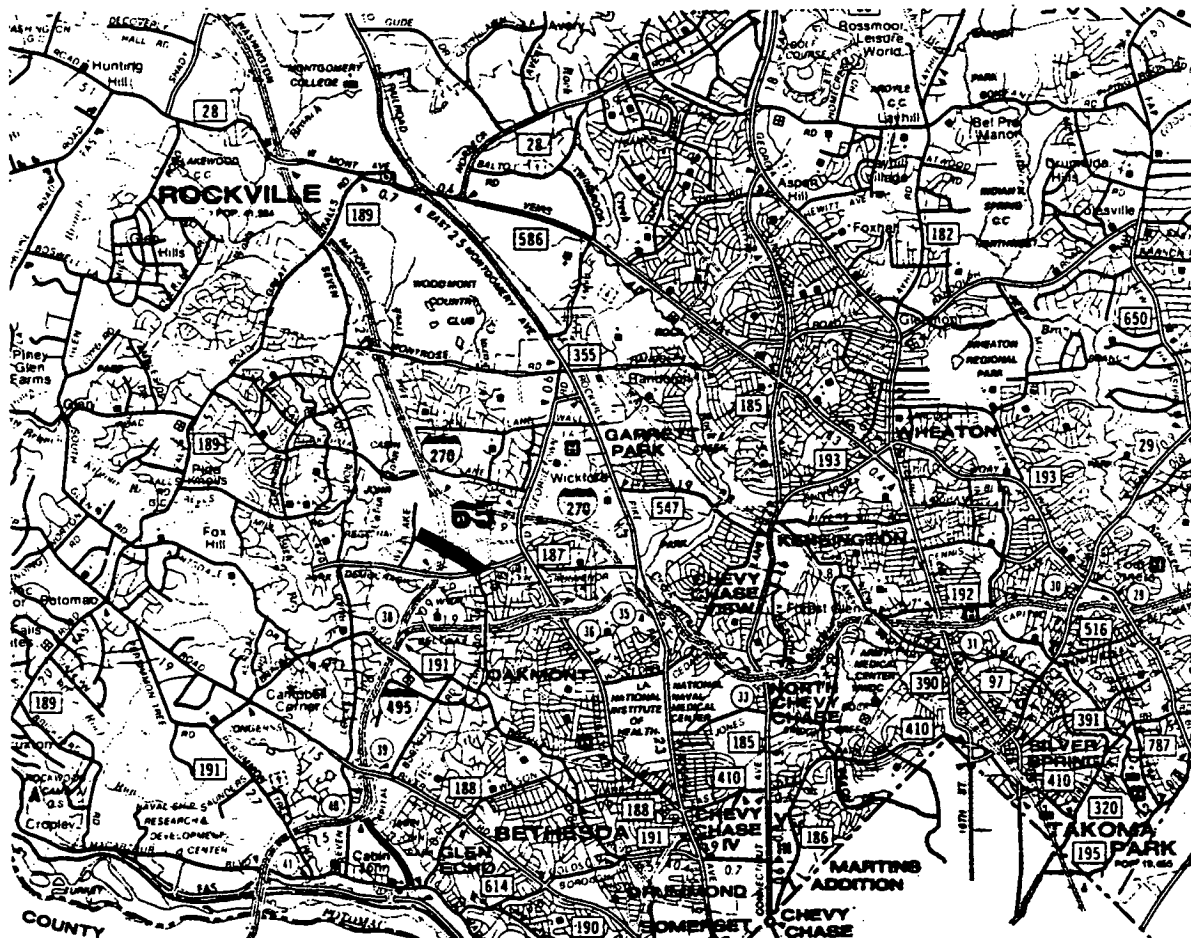
	Percent	Rank
Work in Montgomery County	64.8	8
Use Transit for Worktrip	7.0	13
Non-Auto Driver Work Trip	11.6	13

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	100.0	1
Owning Homes	96.0	2
With Housing Cost/Income Ratio $\geq$ 30%	12.9	13
Owning 3 or More Cars	32.2	3
	Average	Rank
Age of Housing Unit	13.44	12
Monthly Rent	\$651	6
Number of Employed Workers per Household	1.79	2
1986 Median Household Income	\$56,690	4

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	120	15
Housing Units	560	6



# PROGRAMMED IMPROVEMENTS IN THE POTOMAC POLICY AREA

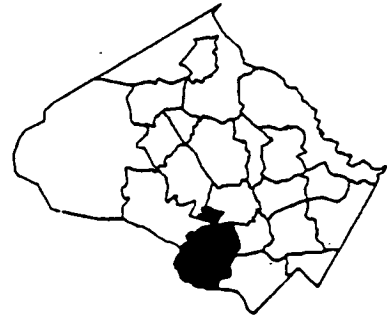
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>POTOMAC</b>					
813691	65.	<u>I-270 Overpass</u> Westlake Terrace to Fernwood Road (Available only with developer contributions)	4 Lanes	N	94

# POTOMAC

## JOBS

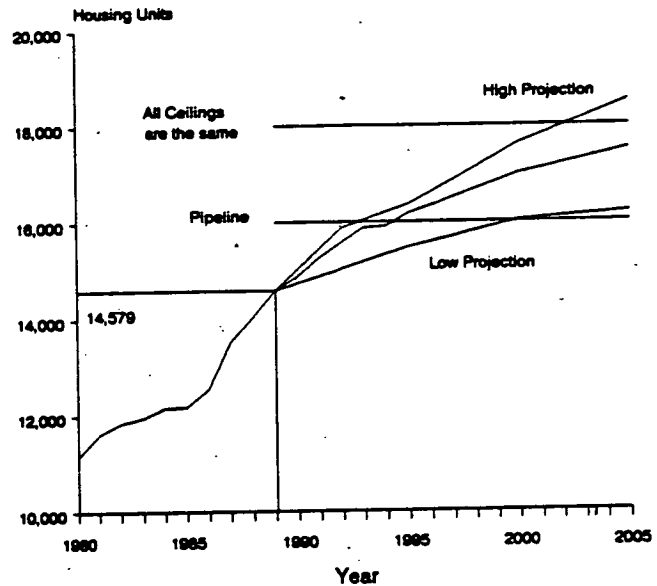
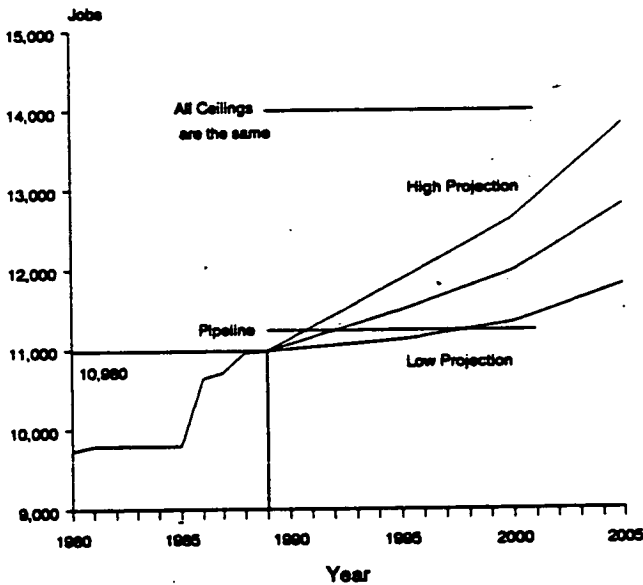
## HOUSING

1989 Base	10,980	14,579
Gross Pipeline (9/28/89)	11,231	16,002
FY 90 Gross Ceiling	13,999	18,003
Net Remaining	2,768	2,001
FY 91 Gross Anticipated Ceiling	13,999	18,003
Net Remaining	2,768	2,001



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	46,000	7
Jobs	10,980	11
Housing Units	14,579	8
Jobs/Housing Ratio	.75	11
Land Area in Square Miles	30.11	1

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$634,380	1	\$370,000	1
Single-Family Attached	\$387,900	3	\$200,000	2

### 1987 Population Characteristics

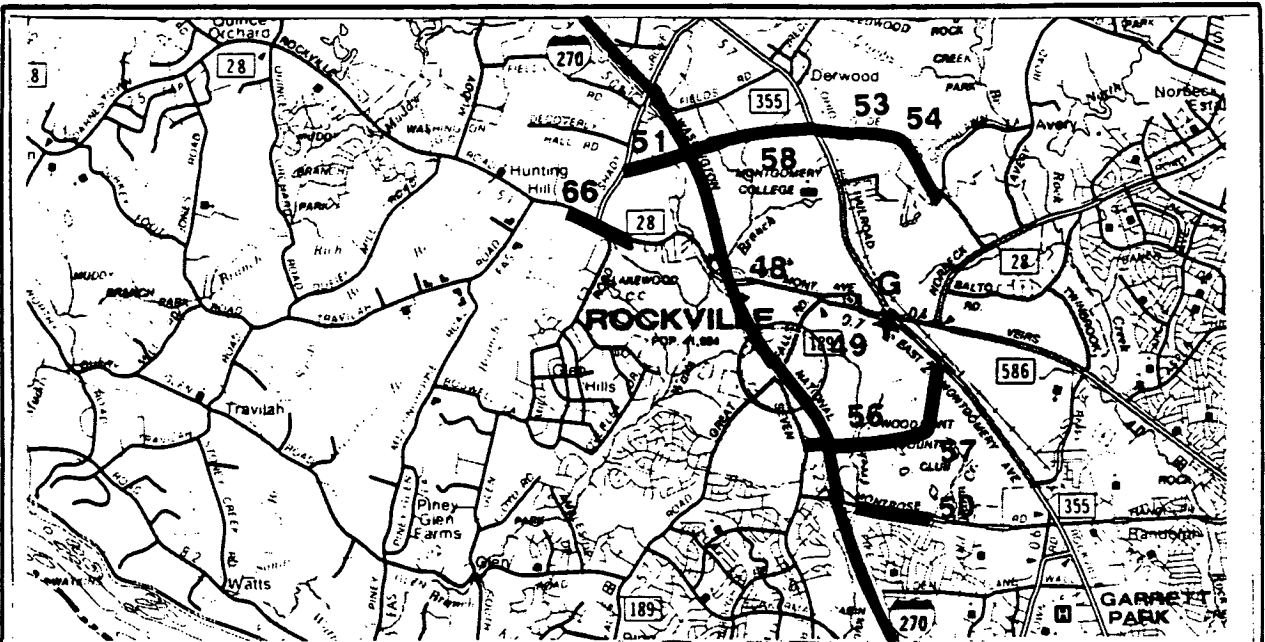
	Percent	Rank
Work in Montgomery County	54.2	11
Use Transit for Worktrip	7.8	11
Non-Auto Driver Work Trip	11.1	16

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	90.4	4
Owning Homes	93.2	3
With Housing Cost/Income Ratio $\geq$ 30%	11.7	14
Owning 3 or More Cars	38.6	2
	Average	Rank
Age of Housing Unit	15.89	9
Monthly Rent	\$1,400	1
Number of Employed Workers per Household	1.75	3
1986 Median Household Income	\$82,480	1

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	290	12
Housing Units	420	8



### PROGRAMMED IMPROVEMENTS IN THE ROCKVILLE POLICY AREA

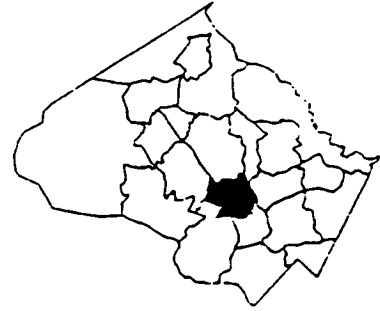
Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
<b>ROCKVILLE</b>					
65-11	47.	<u>Gude Drive</u>	+2 Lanes	Y	89
151024	48.	<u>Southlawn La. to Norbeck Rd. (MD 28)</u>	+2 Lanes	Y	90
151033	49.	<u>I-270 Widening</u>	+2 Lanes	Y	90
813591	50.	<u>Montrose Road to Shady Grove Road</u>	CD Roads	Y	90
		<u>Falls Road (MD 189) Interchange</u>	New Interchange	Y	91
		<u>Interchange with I-270</u>	Capacity Widening	Y	91
853121	51.	<u>Montrose Road Extension</u>	+2 Lanes	Y	91
		<u>Phase III: Westmont Blvd. to Old Bridge Road</u>	Divided	Y	90
6H11	52.	<u>Key West Avenue-Shady Grove to Gude</u>	+2 Lanes on MD 355	N	91
763815	53.	<u>Phase II: Shady Grove Road to Gude Dr.</u>	+3 Lanes	Y	91
793177	54.	<u>MD 355/MD 28 Intersection Improvements</u>	Divided	Y	91
		<u>Gude Drive Railroad Bridge</u>	+4 Lanes	Y	91
		<u>Over B&amp;O and Metro Tracks</u>	Divided	Y	91
		<u>Gude Drive Widening</u>	+4 Lanes	Y	91
		<u>Section I: Frederick Road (MD 355) to Calhoun Drive</u>	Divided	Y	91
		<u>Section II: Calhoun Drive to Dover Rd.</u>	+2 Lanes	Y	91
		<u>Section III: Dover Road to Southlawn Lane</u>	Divided	Y	91
7Q11	55.	<u>West Montgomery Ave. Reconstruction</u>	2 Lanes	N	91
		<u>a. Nelson Street to Adams Street</u>	Divided	N	91
151035	56.	<u>b. I-270 to Nelson Street</u>	+2 Lanes	N	91
823865	57.	<u>I-270</u>	4 Lanes	Y	92
723271	58.	<u>New Bridge at Ritchie Parkway</u>	+2 Lanes	Y	91
8C11	59.	<u>Ritchie Parkway</u>	Divided	N	92
153387	60.	<u>Seven Locks Rd. to Rockville Pike (MD 355)</u>	+2 Lanes	N	94
783131	61.	<u>Gude Drive Extension, Phase II</u>	6 Lanes	N	94
		<u>Piccard Dr. to Frederick Ave. (MD 355)</u>	Divided	N	94
		<u>Fleet Street Extension</u>	4 Lanes	N	94
		<u>Richard Montgomery Dr. to Ritchie Pkwy.</u>	Divided	N	94
		<u>MD 28, Darnestown Road</u>	Divided	N	94
		<u>a. I-270 to Research Blvd.</u>	+2 Lanes	N	94
		<u>b. Research Blvd. to Gude Drive</u>	6 Lanes	N	94
		<u>Metrorail Add-On Facilities</u>	135 spaces	N	90
		<u>Rockville Metro Station Parking</u>		N	90

# ROCKVILLE

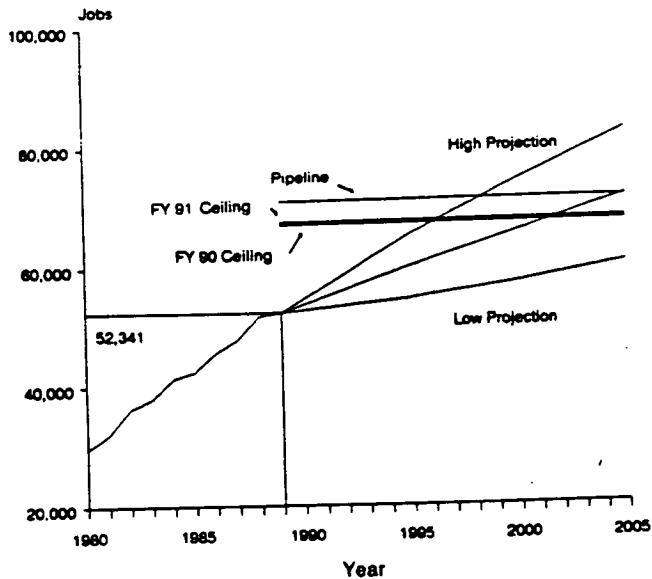
## JOBS

## HOUSING

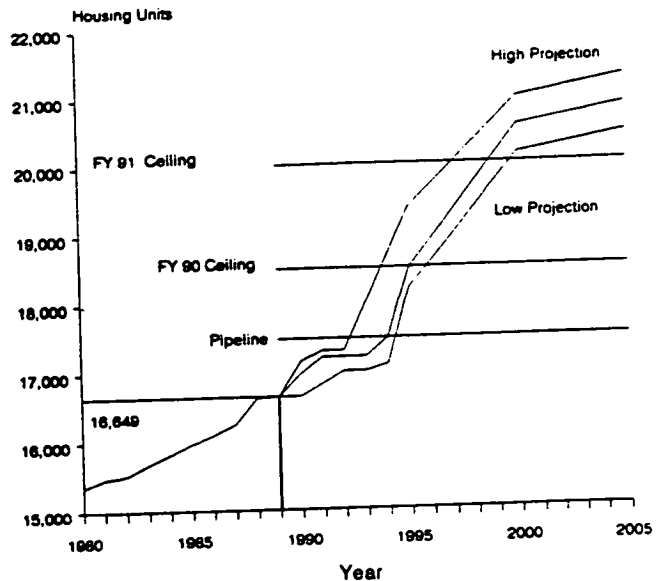
1989 Base	52,341	16,649
Gross Pipeline (9/28/89)	70,954	17,480
FY 90 Gross Ceiling	67,004	18,499
Net Remaining	(3,950)	1,019
FY 91 Gross Anticipated Ceiling	67,504	19,999
Net Remaining	(3,450)	2,519



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	45,200	8
Jobs	52,341	2
Housing Units	16,649	7
Jobs/Housing Ratio	3.14	4
Land Area in Square Miles	13.84	8

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	N/A	N/A	\$135,000	15
Single-Family Attached	\$178,120	5	\$139,000	5

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	66.9	6
Use Transit for Worktrip	11.4	6
Non-Auto Driver Work Trip	18.8	6

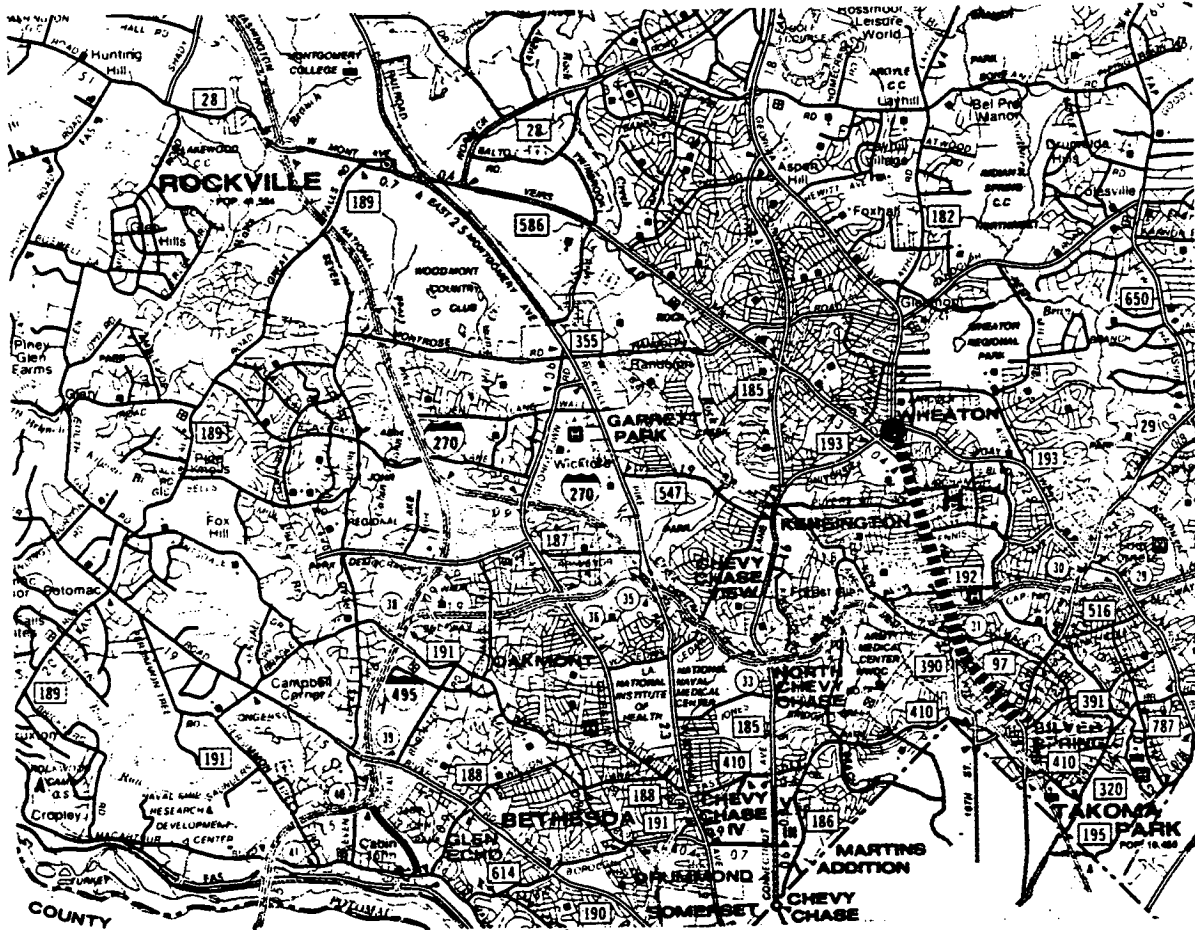
### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	75.7	8
Owning Homes	70.3	8
With Housing Cost/Income Ratio $\geq$ 30%	14.3	10
Owning 3 or More Cars	22.8	6

	Average	Rank
Age of Housing Unit	24.65	6
Monthly Rent	\$600	11
Number of Employed Workers per Household	1.50	11
1986 Median Household Income	\$44,080	9

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,850	5
Housing Units	120	14

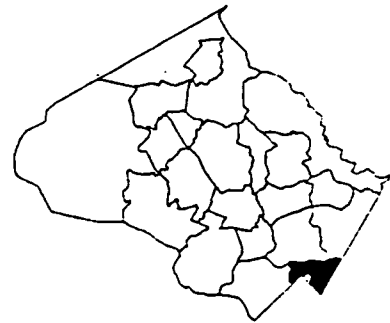


# PROGRAMMED IMPROVEMENTS IN THE SILVER SPRING/TAKOMA PARK

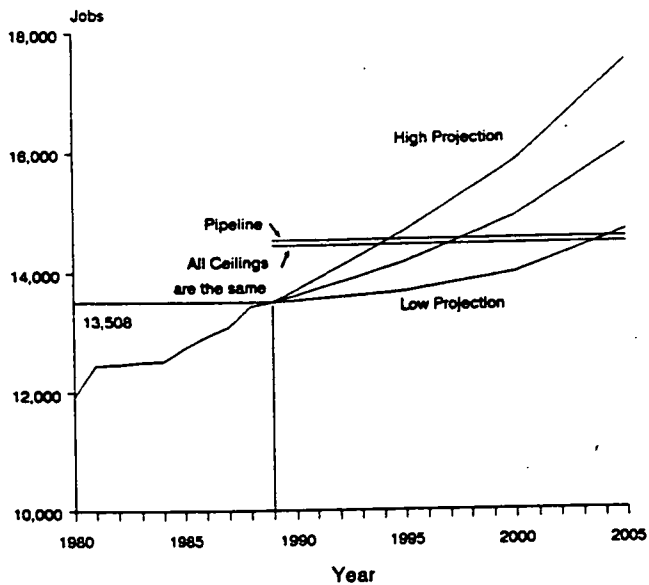
Project No.	Map No.	Transit Project Name (Underlined) With Phases and/or Limits	Scope of Improvement	100% of Const. Expenditures By Fiscal Year
<u>SILVER SPRING-CBD</u>				
773954	H.	<u>Glenmont Metrorail Line</u> Extension to Wheaton	Forest Glen & Wheaton Station	9T

# SILVER SPRING/TAKOMA PARK

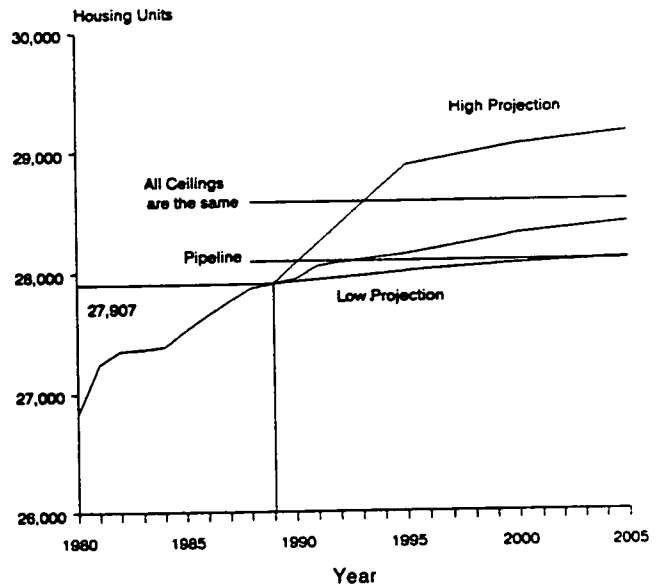
	JOB		HOUSING	
1989 Base	13,508		27,907	
Gross Pipeline (9/28/89)	14,539		28,091	
FY 90 Gross Ceiling	14,444		28,585	
Net Remaining		(95)		494
FY 91 Gross Anticipated Ceiling	14,444		28,585	
Net Remaining		(95)		494



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	64,510	5
Jobs	13,508	10
Housing Units	27,907	4
Jobs/Housing Ratio	.48	15
Land Area in Square Miles	8.53	14

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$275,000	5	\$150,000	11
Single-Family Attached	\$125,390	7	\$109,990	9

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	41.3	16
Use Transit for Worktrip	27.5	3
Non-Auto Driver Work Trip	35.5	3

### 1987 Household Characteristics

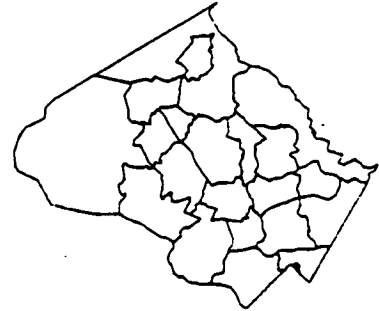
	Percent	Rank
Living in Single Family Houses	46.7	15
Owning Homes	47.7	15
With Housing Cost/Income Ratio $\geq$ 30%	22.5	3
Owning 3 or More Cars	10.2	14
	Average	Rank
Age of Housing Unit	38.18	1
Monthly Rent	\$520	16
Number of Employed Workers per Household	1.37	13
1986 Median Household Income	\$33,170	15

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	150	13
Housing Units	100	15

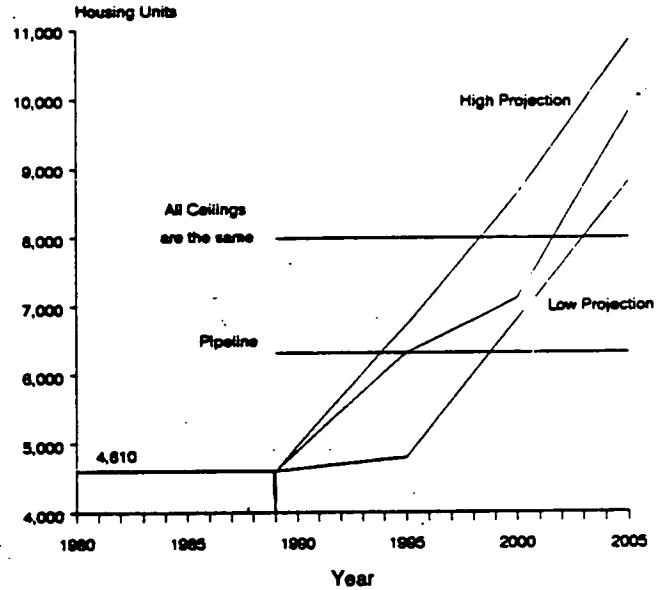
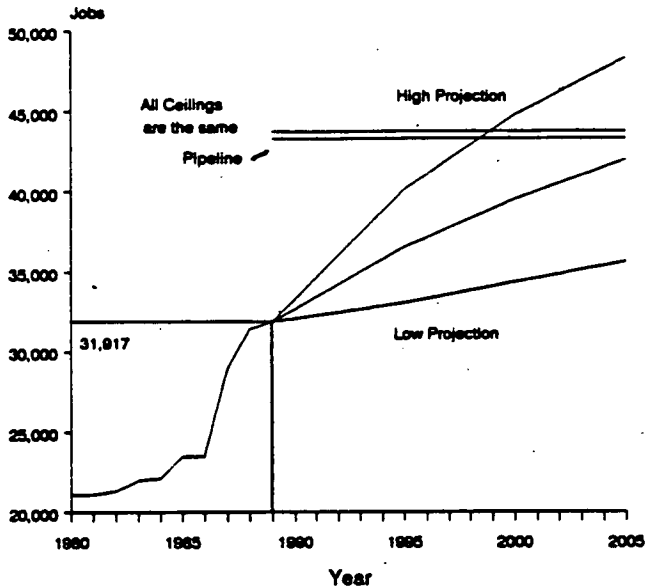
# SILVER SPRING CBD

	JOB	HOUSING
1989 Base	31,917	4,610
Gross Pipeline (9/28/89)	43,326	6,308
FY 90 Gross Ceiling	43,766	7,992
Net Remaining	440	1,684
FY 91 Gross Anticipated Ceiling	43,766	7,992
Net Remaining	440	1,684



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	6,870	17
Jobs	31,917	6
Housing Units	4,610	15
Jobs/Housing Ratio	6.92	1
Land Area in Square Miles	.57	17

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$275,000	5	\$150,000	11
Single-Family Attached	\$125,390	7	\$109,990	9

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	36.8	17
Use Transit for Worktrip	37.9	1
Non-Auto Driver Work Trip	55.5	1

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	.2	17
Owning Homes	.8	17
With Housing Cost/Income Ratio $\geq$ 30%	34.0	1
Owning 3 or More Cars	23	16

### Average Rank

	Average	Rank
Age of Housing Unit	28.62	5
Monthly Rent	\$630	7
Number of Employed Workers per Household	.86	17
1986 Median Household Income	\$27,840	17

### Previous Five-Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,910	4
Housing Units	0	17

Appendix C:

# Overview Of The Annual Growth Policy Process

(Prepared by the Planning Board)

## **OVERVIEW OF THE ANNUAL GROWTH POLICY**

### **1. PURPOSE**

The Annual Growth Policy helps County officials match the timing of private development with the availability of public facilities. This effort has two components:

- \* Programming and providing public facilities to support the private development encouraged by the County's master plans, sector plans, the General Plan, and the marketplace; and
- \* Constraining the amount of private subdivision approvals to those which can be accommodated by the programmed public facilities that the County and other levels of government can fiscally and physically produce in a given time frame.

The important words in the above are "in a given time frame." The Annual Growth Policy is designed to affect the timing of development, not the end state total amount, type, or mix of development. These latter issues are ones which are dealt with in the master and sector plans and the County's General Plan.

The relative timing of development approval and provision of public facilities are what the Adequate Public Facilities Ordinance (APFO) and the Annual Growth Policy are all about. The APFO mandates that the Planning Board not approve a preliminary plan of subdivision unless it finds that the public facilities in place or programmed in the local and state capital improvements programs will be adequate to serve the subdivision, along with all other approved development.

### **2. THE ADEQUATE PUBLIC FACILITIES ORDINANCE**

The Adequate Public Facilities Ordinance (APFO) was adopted in 1973 as part of the Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k). A copy of it can be found in Appendix 4. It has been used as a tool to promote orderly growth by synchronizing development with the availability of public facilities such as roads, sewer, water service, and schools needed to support it. The regulations require that "public facilities ... adequate to support and service the area of the proposed subdivision" exist or be programmed for construction within a defined time period before the Planning Board can grant approval of a preliminary plan of subdivision.

The Planning Board's administration of the APFO has been progressively tightened over the 14 years since it was enacted. During its early years, a state-imposed sewer moratorium constrained subdivision approvals. As time went on, traffic and the County's transportation infrastructure became more pressing concerns. And finally, in the mid-1980's the public school system became an important component of the APFO.

In the late 1970's, the Planning Department began developing techniques for relating future growth to future transportation capacity. The future impact of a proposed subdivision, taken with other unbuilt recorded subdivisions in the neighborhood, was measured against the nearest critical intersection. This, however, did not take into account the effect of upstream development on that intersection, or the effect of the proposed subdivision on downstream intersections, or the effect of approved but unrecorded subdivisions.

In 1979, the Planning Board proposed new techniques for taking into account the transportation impact of upstream development. These techniques involved a broader geographic analysis (Policy Area Review), which takes into account the availability of transit as well as roads and measures the effects of new development and new roads within the policy area and in adjacent policy areas. This new approach did not abandon the examination of the nearest intersections. This test was retained and expanded slightly to include nearby links as well as intersections. It became a second test (Local Area Review) to be applied to a subdivision if the first test showed the availability of development capacity in the policy area.

The Planning Board recommended in 1979 that this new approach be implemented, and that the Council and Executive participate in the setting of annual growth limits through the adoption each year of a Comprehensive Staging Plan. For various reasons, the Council and Executive preferred to leave the function of setting annual growth limits with the Planning Board. Thus, beginning in 1982 and over a period of four more years, the Planning Board prepared and adopted annually a Comprehensive Planning Policies Report. This report used the new methodologies outlined in the 1979 report. It presented guidelines for the administration of the APFO, policy area transportation ceilings for future subdivision approvals, and a status report on development trends in the County.

In April 1986, the County Council revised this process to allow for the Council to assume the role of setting annual growth limits through the adoption of an Annual Growth Policy. The relevant amendment to the Adequate Public Facilities Ordinance included the following features:

- \* It provided that the County Council, by resolution or in the Annual Growth Policy, will provide guidelines for the determination of the adequacy of public facilities and approve development ceilings each year.
- \* It changed the method of analyzing the adequacy of transportation facilities, requiring that future traffic estimates be derived from existing traffic plus the traffic from all approved but unbuilt subdivisions plus the traffic from the applicant subdivision.

- \* It changed the method by which ceilings were calculated, providing that roads in the County CIP and the State capital program may be counted only if 100 percent of the expenditures for construction are estimated to occur within the first four years of the program.
- \* It provided that the Local Area Review of critical intersections or links shall take into account only roads in the Executive's Approved Road Program (ARP). The ARP includes roads for which construction will begin within two years and, in the case of County roads, for which construction funds have been appropriated.
- \* It provided for a more explicit role for the County Executive by establishing a process whereby the draft AGP prepared by the Planning Board is routed through the Executive for comment and recommendation before public hearing and action by the Council.

### 3. ANNUAL GROWTH POLICY LEGISLATION

In April of 1986, the Council enacted Annual Growth Policy legislation (Bill No. 11-86) which established the annual growth policy for the County. A copy of this legislation can be found in Appendix 3. This legislation established a process by which the Montgomery County Council can give policy guidance to the various agencies of government on matters concerning growth management. It is "intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the County." Through the Annual Growth Policy, the County Council establishes criteria and standards for administering the Adequate Public Facilities Ordinance and approves staging ceilings based on the adequacy of transportation and public school facilities.

Bill 11-86 requires the Annual Growth Policy to include:

- \* A status report on general land use conditions in the County;
- \* A forecast of the most probable trends in population, households, and employment for the next 10 years;
- \* A set of recommended growth capacity ceilings for each policy area within the County, for both residential and employment land uses; and
- \* A set of policy guidelines for the Planning Board and other agencies, as appropriate, that affect growth and development.

This is the fourth Annual Growth Policy recommended for Council adoption by the Planning Board and County Executive. It recommends how much new growth can occur in various geographic areas of Montgomery County, based on estimates of road capacity that will become available given the capital improvements scheduled to be completed within the first four years of the six-year CIP. The amount of recommended new development in an area is called the "staging ceiling." If an applicant for subdivision is in a policy area with no remaining capacity within the adopted ceilings, the Planning Board can deny the application on the basis that public facilities are not adequate.

#### **4. SCHOOL FACILITY ANALYSIS**

During the mid-1980's, school capacity issues were added to the growth management equation and initially were addressed on a subdivision by subdivision basis. Montgomery County Public Schools provided recommendations to the Planning Board concerning the adequacy of school facilities to serve a new subdivision. During 1986 and 1987, the staffs of the Planning Board, County Executive, Council, and Montgomery County Public Schools and a Task Force on the Annual Growth Policy for Public School Facilities worked on developing a more comprehensible methodology for assessing the adequacy of public school facilities for APFO purposes. The Task Force made recommendations to the County Council in the fall of 1987 and the County Council first adopted this recommended methodology in the FY 89 AGP.

#### **5. THE ANNUAL GROWTH POLICY SCHEDULE**

The schedule for the Annual Growth Policy includes the following steps:

- \* By October 15, Planning Department staff prepares a staff draft report, showing a number of alternative scenarios and staging ceilings derived from different combinations of new roads and different combinations of new school capacities.
- \* By December 1, the Planning Board prepares a final draft of the report prepared by the Planning Board staff in step 1 above.
- \* By January 1, the County Executive submits to the County Council a revised version of the Annual Growth Policy, which incorporates the capacity provided by his recommended six-year Capital Improvements Program.
- \* The County Council holds a public hearing on the draft Annual Growth Policy at least 30 days before acting on it and adopts the growth policy before June 30 each year, either approving the policy recommended by the Executive or amending it before adoption.

## **6. COMPONENTS OF THE FY 91 ANNUAL GROWTH POLICY**

The Planning Board's recommended FY 91 Annual Growth Policy submission consists of (1) an Overview of the Annual Growth Policy, (2) Growth Policy Interrelationships, (3) a discussion of FY 91 Annual Growth Policy Issues, (4) FY 91 Staging Ceiling Recommendations, (5) the FY 91 Annual Growth Policy Resolution, (6) a number of appendices, and (7) two supplementary Montgomery County Planning Department reports entitled, "1989 - Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings."

Appendix D:

# Growth Policy Legislation

# 1. Annual Growth Policy

(Chapter 33A, Planning  
Procedures, Montgomery  
County Code,  
Enacted April 15, 1986)

## PLANNING PROCEDURES

### ARTICLE II. GROWTH POLICIES.\*

#### Sec. 33-15. Annual growth policy.

##### (a) *Purpose.*

(1) The purpose of this article is to establish a process by which the county council can give policy guidance to the various agencies of government and to the general public on matters concerning:

- a. Land use development;
- b. Growth management; and
- c. Related environmental, economic, and social issues.

(2) The process will be established through the adoption by the county council of an annual growth policy, which is intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the county.

##### (b) *Simplified description.*

(1) The county council must adopt a growth policy:

- a. No later than June 30 of each year; and
- b. After:

(i) Receipt of a draft annual growth policy prepared by the Montgomery County Planning Board;

(ii) Receipt of specific recommendations prepared by the county executive, and comments by other public agencies concerning the draft annual growth policy; and

(iii) A public hearing on both the draft annual growth policy and the recommendations of the executive, and on the comments of other agencies.

(2) The annual growth policy is effective for a fiscal year, beginning July 1 [and running] through June 30.

---

\* Editor's note—1986 L.M.C., ch. 53, § 1, added div. 2, § 33A-13, which the editor has redesignated art II to conform to the style of this Code. The renumbering of §§ 33A-8—33A-12 as §§ 33A-10—33A-14 necessitated the renumbering of the sections of this article from §§ 33A-13, 33A-14 to §§ 33A-15, 33A-16.

***(c) Duties of the planning board.***

**(1) The Montgomery County Planning Board must:**

- a. Each year, produce a draft annual growth policy;**
- b. By December 1 of each year:**
  - (i) Send copies of the draft to the county executive, the other agencies, and the county council; and**
  - (ii) Make copies available to the general public;**
- c. By October 15, make available a staff draft to the staff of the executive and other agencies for their use in preparing recommended capital improvements programs for the next fiscal year.**

**(2) The draft annual growth policy must include:**

- a. A status report on the general land use conditions in the county, including:**
  - (i) The remaining growth capacity of zoned land;**
  - (ii) The pipeline of approved development permits, including preliminary subdivision plans, sewer authorizations, record plats, and building permits;**
  - (iii) The recent trends in real estate transactions;**
  - (iv) The level of service conditions of major public facilities and environmentally sensitive areas; and**
  - (v) Other relevant monitoring measures;**
- b. A forecast of the most probable trends in population, households, and employment for the next ten (10) years, including a section that focuses on the key factors that may affect the trends for the immediate next two (2) years;**
- c. A set of recommended growth capacity ceilings for each policy area within the county, for both residential and employment land uses, which are based on:**
  - (i) Alternative possible scenarios of potential public facility growth; and**
  - (ii) Recommended level of service indices for major public facilities;**
- d. A set of policy guidelines for the planning board, and other agencies as appropriate, with respect to their administration of the ordinances and regulations that affect growth and development; and**
- e. Any other information or recommendations as may be relevant to the general subject of growth policy, or as may be requested by the county council:**
  - (i) In the course of adopting the annual growth policy for the year; or**

(ii) By a subsequent resolution.

**(d) *Duties of the county executive.***

(1) By January 1 of each year, the county executive must send to the county council:

a. Recommended growth capacity ceilings for each planning policy area, for both residential and employment land uses, that are consistent with the recommended capital improvements program; and

b. Any other revisions in the draft of the planning board in the form of specific additions or deletions.

(2) At the same time, the county executive must make available to the planning board, the other agencies, and the general public copies of these recommendations.

(3) During the year, the county executive must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by executive branch departments.

(4) The county executive must use the information in the draft annual growth policy of the planning board as a reference document in preparing the recommended capital improvements program of the executive for the next fiscal year, particularly with respect to the linkage between future capital construction schedules and policy area capacity ceilings.

**(e) *Duties of the Montgomery County Board of Education.***

(1) By January 1 of each year, the Montgomery County Board of Education must send to the county council its comments on the draft annual growth policy of the planning board, including any recommended revisions in the form of specific additions or deletions.

(2) At the same time, the board of education must make available to the planning board and the general public copies of the comments and recommended revisions.

(3) During the year, the board of education must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by branch departments of the board of education.

**(f) *Duties of the Washington Suburban Sanitary Commission.***

(1) By January 1 of each year, the Washington Suburban Sanitary Commission must send to the county council its comments on the draft annual growth policy of the planning board, including any recommended revisions in the form of specific additions or deletions.

(2) At the same time, the Washington Suburban Sanitary Commission must make available to the planning board and the general public copies of the comments and recommended revisions.

(3) During the year, the Washington Suburban Sanitary Commission must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by branch departments of the Washington Suburban Sanitary Commission.

*(g) Duties of the county council.*

(1) After receipt of the draft annual growth policy, the recommendations of the county executive, and the other agency comments, the county council must hold a public hearing on the draft, recommendations and comments.

(2) No later than June 30 of each year, the county council must adopt an annual growth policy to be effective throughout the next fiscal year. If the county council does not adopt a new annual growth policy, the annual growth policy adopted the previous year remains in effect.

(3) When adopting the annual growth policy, the county council must approve, or approve with amendments, the recommendations of the county executive.

(4) The county council may adopt a subsequent resolution, after public hearing, to amend the annual growth policy. (1986 L.M.C., ch. 53, § 1.)

**Sec. 33A-16. Interim growth policy.**

(a) *Purpose.* The purpose of this section is to establish a process by which the county council can provide policy guidance on growth management and related issues, during the emergency period between the adoption of this section and the adoption of the council's first annual growth policy, scheduled for not later than June 30, 1987.

(b) *Duties of the planning board.* The Montgomery County Planning Board must submit to the county council and the county executive a draft interim growth policy, which includes:

(1) An assessment of recent and near-term projected development activity;

(2) An assessment of current and near-term projected level of service conditions for transportation facilities in each of the major policy areas within the county;

(3) An assessment of which policy areas would benefit most from the intensive application of one (1) or more of the following traffic alleviation measures:

a. Expanding and improving county "share-a-ride" programs;

b. Promoting ridesharing with county-financed advertising;

c. Initiating county financial incentives for employer – provided vanpools;

d. Negotiating with large county employers, in collaboration with county business organizations, to arrange parking privileges or charges so as to favor use of group riding, vanpooling, or public transportation;

e. Negotiating with large county public and private employers in appropriate areas regarding staggered hours, flextime, and other measures to reduce peak traffic load in the area;

f. Encouraging through persuasion and incentives large county employers to provide employee shuttle service;

g. Experimenting with provision of public transportation by the private sector;

h. Initiating or strengthening of public transportation incentives;

i. Developing steps to more fully utilize commuter rail facilities;

j. Increasing and rationalizing fees in parking lots, garages, and on-street meters;

k. Experimenting with discounted parking fees for metro park-and-riders where metro parking is substantially underutilized;

l. Increasing the use of automation on traffic signal segments;

m. Establishing an improved system for expediting clearance of traffic accident scenes, stalled vehicles, and other obstruction to traffic flow;

n. Initiating helicopter evacuation and traffic control service by the Montgomery County Department of Police; and

o. Any other measure calculated to reduce traffic congestion;

(4) An assessment of the approximate effect, on level of service conditions, which could be expected within two (2) years, if those alleviations were begun as soon as possible;

(5) An assessment of the approximate cost range of each of these alleviation measures, for the fiscal year 1986-87, if they were applied as soon as possible to the recommended policy areas;

(6) A recommendation of which of these alleviation measures should be implemented during fiscal year 1986-87;

(7) Any other information which the planning board determines will assist the county council in adopting an effective interim growth policy.

(c) *Duties of the county executive.* The county executive must submit to the county council, with copies made available to the planning board, other agencies and the general public, any recommended revisions in the draft of the planning board, in the form of specific additions or deletions.

**(d) *Duties of the county council.***

**(1) The county council must:**

a. Hold a public hearing on the draft interim growth policy and the executive's revisions;

b. Adopt an interim growth policy, to be effective until the first annual growth policy is adopted, which specifies a specific set of alleviation measures to be implemented during fiscal year 1986–87; and

c. When adopting this interim growth policy, approve, or approve with amendments, the recommendations of the county executive;

**(2) The county council may adopt a subsequent resolution, after public hearing, to amend this interim growth policy.**

**(e) *Dates.*** The dates by which the planning board, county executive, and county council must perform their duties under this section will be set by resolution. (1986 L.M.C., ch. 55 § 2.)

## 2. Adequate Public Facilities Ordinance

(Chapter 50-35(k),  
Subdivision of Land  
Montgomery County Code,  
Adopted April 22, 1986)

**(k) Adequate Public Facilities.** A preliminary plan of subdivision must not be approved unless the Planning Board determines that public facilities will be adequate to support and service the area of the proposed subdivision. The applicant shall, at the request of the Planning Board, submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities by possible uses of said subdivision. Public facilities and services to be examined for adequacy will include roads and public transportation facilities, sewerage and water service, schools, police stations, firehouses, and health clinics.

**(1)** Periodically the District Council will establish by resolution, after public hearing, guidelines for the determination of the adequacy of public facilities and services. An Annual Growth Policy approved by the County Council may serve this purpose if it contains those guidelines. To provide the basis for the guidelines, the Planning Board and the County Executive must provide information and recommendations to the Council as follows:

**a.** The Planning Board must prepare an analysis of current growth and the amount of additional growth that can be accommodated by future public facilities and services. The Planning Board must also recommend any changes in preliminary plan approval criteria it finds appropriate in the light of its experience in administering these regulations.

**b.** The County Executive must comment on the analyses and recommendations of the Planning Board and must recommend criteria for the determination of the adequacy of public facilities as the Executive deems appropriate.

**(2)** The applicant for a preliminary plan of subdivision must, at the request of the Planning Board, submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities and services by possible uses of said subdivision.

**(3)** The Planning Board must submit the preliminary plan of subdivision to the County Executive in addition to the agencies specified in Section 50-35(a).

**(4)** The Planning Board must consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities and services in accordance with the guidelines and limitations established by the County Council in its Annual Growth Policy or established by resolution of the District Council after public hearing.

**(5)** Until such time as the Annual Growth Policy or resolution of the District Council provides guidelines and limitations for the determination of the adequacy of public facilities and services, public facilities may be determined to be adequate to service a tract of land or an affected area when the following conditions are found to exist:

**a.** The tract or area will be adequately served by roads and public transportation facilities. Said area or tract to be subdivided shall be deemed adequately served by roads and public transportation facilities if, after taking into account traffic

generated by all approved subdivisions and the subject subdivision, the following conditions will be satisfied:

1. For the geographic area in which the proposed subdivision is located, an acceptable average peak-hour level of service will result from:

- i. Existing publicly maintained all-weather roads;
- ii. Additional roads programmed in the current adopted Capital Improvements Program of the County or the Maryland Consolidated Transportation Program, for which 100 percent of the expenditures for construction are estimated to occur in the first four years of the program; and
- iii. Available or programmed public bus, rail, or other public or private form of mass transportation.

2. For intersections or links significantly affected by traffic from the subject subdivision, an acceptable peak hour level of service will result from:

- i. Existing publicly maintained all-weather roads;
- ii. Additional roads identified on the Approved Road Program published by the County Executive; and
- iii. Available or programmed public bus, rail, or other form of mass transportation.

3. For the purposes of subsection 2. above, the County Executive shall publish periodically an Approved Road Program which shall list all roads programmed in the current adopted Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- i. in the case of the Capital Improvements Program, 100 percent of the funds have been appropriated for construction costs; and
- ii. the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program.

4. For the purposes of subsection 1. and 3. above, roads required under Section 302 of the Charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of this Code. (#86-4, Ord. #10-71.)

5. Any parcel zoned for light industrial use (I-1) which has been in reservation for public use pursuant to action of the Montgomery County Planning Board at any time since June 1, 1981, and which has not changed in size or shape since

June 1, 1958, will not be subject to the above subsection (a) if a preliminary plan was submitted prior to June 1, 1981. (#85-4, Ord. #10-60.)

b. The tract or area has adequate sewerage and water service.

1. For a subdivision dependent upon public sewerage and water systems:

i. Said area or tract to be subdivided shall be deemed to have adequate sewerage and water service if located within an area in which water and sewer service is presently available, under construction, or designated by the County Council for extension of water and sewer service within the first two years of a current approved Ten-Year Water and Sewerage Plan.

ii. If said area or tract to be subdivided is not situated within an area designated for service within the first two years of a current approved Ten-Year Water and Sewerage Plan, but is within the last eight years of such plan, it shall be deemed to have adequate water and sewerage service if the applicant provides community sewerage and/or water systems as set forth in Section 387C of Article 43 of the Annotated Code of Maryland provided the installation of such facilities shall have been approved by the State Department of Health and Mental Hygiene, the Washington Suburban Sanitary Commission, the County Department of Environmental Protection, and the Montgomery County Council.

2. For a subdivision dependent upon the use of septic systems: Said area or tract to be subdivided shall be deemed to have adequate sewerage service if development with the use of septic systems is in accordance with Section 50-27, or regulations published by the Maryland State Department of Health and Mental Hygiene pursuant to Article 43, Annotated Code of Maryland, whichever imposes the greater or more stringent requirement.

3. In its determination of the adequacy of sewerage or water service, the Planning Board shall consider the recommendation of the Washington Suburban Sanitary Commission, the capacity of trunk lines and sewerage treatment facilities and any other information presented.

c. The tract or area is so situated as not to involve danger or injury to health, safety or general welfare. Such danger or injury may be deemed not to exist:

1. When physical facilities, such as police stations, firehouses and health clinics, in the service area for the preliminary subdivision plan are currently adequate or are scheduled in an adopted Capital Improvements Program in accordance with the applicable area master plan or General Plan to provide adequate and timely service to the subdivision; and

2. If adequate public utility services will be available to serve the proposed subdivision; and

3. When, in the case of schools, the capacity and service areas are found to be adequate according to a methodology set forth in a resolution adopted by the District Council after public hearing; provided, however, that until such resolution by the District Council takes effect, the Planning Board shall determine the adequacy of school facilities after considering the recommendations of the Superintendent of Schools. (85-4, Ord. #10-60.)

d. Existing or proposed street access within the tract or area is adequate. Street access may be deemed adequate if the streets:

1. Are adequate to serve or accommodate emergency vehicles,
2. Will permit the installation of public utilities and other public services,
3. Are not detrimental and would not result in the inability to develop adjacent lands in conformity with sound planning practices, and
4. Will not cause existing street patterns to be fragmented.

(6) For a proposed subdivision located in a transportation management district designated under Chapter 42A, Article II, if the Planning Board determines, under criteria and standards adopted by the County Council, that additional transportation facilities or traffic alleviation measures are necessary to ensure that public transportation facilities will be adequate to serve the proposed subdivision, the subdivision plan may not be approved unless approval is subject to the execution of a traffic mitigation agreement. (#87-1, Ord. #11-18.)

(7) Exemptions. Places of worship and residences for staff, parish halls, and additions to schools associated with places of worship, are not subject to the provisions of section 50-35(k), adequate public facilities. (#85-4, Ord. #10-60; #86- 4, Ord. #10-71.)

(l) Relation to Master Plan. In determining the acceptability of the preliminary plan submitted under the provisions of this chapter, the Planning Board must consider the applicable master plan. A preliminary plan must substantially conform to the applicable master plan, including maps and text, unless the Planning Board finds that events have occurred to render the relevant master plan recommendation no longer appropriate. (#87-1, Ord. #11-28.)

### 3. "Loophole" Legislation

(Chapter 8, Article IV, Timely Adequate  
Public Facilities Determination;  
Chapter 42A-9A, Traffic Mitigation Agreements  
for certain Developments;  
Chapter 50, Article III, section 50-20(c), Limitations  
on issuance of Building Permits  
Montgomery County Code  
Enacted July 25, 1989;

Chapter 59, section 59-A-3.1, Building Permit  
Montgomery County Code)

**Article IV - Timely Adequate Public  
Facilities Determination**

**8-30. Purpose; Definitions.**

*(a) Purpose.*

The purpose of this article is to avoid the premature development of land where public facilities, including transportation, are inadequate. It is intended to promote better timing of development with the provision of adequate public facilities.

*(b) Definitions.* In this article, the following words and phrases have the meanings stated unless the context clearly indicates otherwise.

(1) Development means proposed work to construct, enlarge, or alter a building for which a building permit is required. It does not include renovation or reconstruction of an existing structure if gross floor area does not increase by more than 5,000 square feet.

(2) Nonresidential development means development that is not exclusively for any type of dwelling or dwelling unit (including a multiple-family building, mobile home or townhouse) that is defined in Section 59-A-2 of the Zoning Ordinance, and any extensions, additions or accessory building.

(3) Owner means any owner of record of property as shown on the tax rolls on July 1, 1989, and includes any successors in interest prior to January 1, 1990.

(4) Tenant means a lessee under a written lease with an owner or its agent that was executed on or before July 24, 1989, and who occupies the leased space for the conduct of its normal business operations on that date. It does not include assignees or successors in interest after July 24, 1989.

(5) Timely adequate public facilities determination means an adequate public facilities determination that is required as a prerequisite to the issuance of a building permit, or is within the time limits prescribed by law for the validity of an adequate public facilities determination, or both. It encompasses all standards and requirements of the Adequate Public Facilities Ordinance and any adopted annual growth policy, including standards for adequacy of transportation facilities, using both policy area and local area transportation review.

(6) Traffic mitigation agreement means an agreement executed in accordance with Section 42A-9A of this Code.

(7) Transportation director means the director of the County Department of Transportation or the director's designee.

**8-31. Requirement for Timely Adequate Public Facilities Determination; Special Provisions for Proposed Nonresidential Development on Pre-1982 Recorded or Approved Lots or Parcels.**

(a) Except as provided in subsection (b), the director may issue a building permit only if a timely determination has been made that public facilities will be adequate to serve the proposed development encompassed by the permit application under:

- (1) Chapter 50, if required;
- (2) Chapter 59 for project plans; or
- (3) Section 8-34 of this article for development if a new adequate public facilities determination is required under this article, Section 50-20, or other law.

The proposed work must conform to the uses and amount of development for which the adequacy of public facilities was determined.

(b) Requirements for Proposed Nonresidential Development on Pre-1982 Recorded or Approved Lots or Parcels.

A proposed nonresidential development on a lot or parcel recorded prior to January 1, 1982, or otherwise recorded in conformance with a preliminary plan of subdivision approved before January 1, 1982, that is registered under Section 8-32, may be issued a building permit without a timely adequate public facilities determination until July 25, 2001, if:

(1) the proposed nonresidential development does not add 50 or more peak-hour trips, in the aggregate; or

(2) the proposed nonresidential development adds 50 or more peak hour trips, in the aggregate, but:

(i) will not produce excessive congestion as determined under the legislative guidelines contained in the Annual Growth Policy and related administrative regulations for local area transportation review; or

(ii) has obtained a partial exemption from full compliance with local area transportation review requirements under Section 8-33 of this article.

A nonresidential development under this paragraph that is located in a policy area with no net remaining transportation ceiling capacity under the Annual Growth Policy must also be subject to a traffic mitigation agreement executed with the Department of Transportation.

(c) *Transit-Related Projects.* An applicant may satisfy local area transportation review requirements under subsection (b), when road improvements are not practical, by absorbing the proportional cost of transit or ridesharing-related projects that reasonably may be expected to mitigate the traffic generated by the proposed development.

(d) *Transportation Improvement Cost Credit.* A construction cost credit may be granted by the transportation director in a public improvement agreement to an applicant required to provide transportation improvements to satisfy local area transportation review under subsection (b) for previously constructed public highway capacity that is unused by the original subdivision at the time of the building permit application for the proposed nonresidential development. The credit must be based on the original improvement cost and must not exceed the cost in dollars, at the time of construction, for the unused capacity provided by the added improvements. The original improvement must have been mandated by the Planning Board to meet an adequate public facilities requirement at the time of preliminary plan of subdivision approval, as evidenced by the Planning Board opinion, related memoranda, or similar written documentation. A credit must not be given for roads internal to the subdivision, roads required to provide necessary access, sidewalks, or similar improvements.

## **8-32. Registration of Certain Properties**

(a) *Obligation to Register.* Each owner of a nonresidential lot or parcel recorded before January 1, 1982, or otherwise recorded in conformance with a preliminary plan of subdivision approved before January 1, 1982, must register with the Planning Board before January 1, 1990.

The County Executive, in consultation with the Planning Board, must provide at least five months notice to potentially affected property owners of the requirements of this section and the need to register. The registration deadline may be extended administratively, as appropriate, to accommodate transfers of property in the last two quarters of calendar year 1989, late notice, or similar circumstances.

(b) *Notice.* Notice must be provided to the owner of record of the property as shown on the tax rolls and, at a minimum, be provided in a manner authorized under Section 8-402 of the Tax Property Article of the Annotated Code. Notice may be provided separately or in conjunction with tax bills or statements mailed by the Department of Finance.

(c) *Application.* A registration application must include:

- (1) the names and addresses of all owners of record of the property;
- (2) a description of the property by tax account number, lot and block number, acres/feet and the name of subdivision, as recorded;
- (3) the amount of any existing improvement in square feet and current use or uses in square feet with classification of uses by the registrant as retail, office, industrial, or other, as appropriate;
- (4) the names and addresses of any tenants and the square footage occupied by each tenant;
- (5) the current number of full and part-time employees of the owner and each tenant, if any, using the property; and
- (6) any other information required to administer this section.

(d) *Certificate; Registry.* Upon submission of a complete application and payment of a registration fee of \$150, the Planning Board must provide each registrant with a certificate as a receipt of registration. The Planning Board must maintain a public registry of all registrants.

(e) *Effect of Failure to Register.* Nonresidential development on a property that is not registered must receive an adequate public facilities determination under Section 8-31(a)(3).

## **8-33. Partial Exemption From Full Compliance with Local Area Transportation Review Requirements.**

(a) An applicant may request a partial exemption from full compliance with the requirements of Section 8-31(b)(2)(i) if the proposed nonresidential development:

(1) is subject to a site plan applied for or approved on or before July 24, 1989;

(2) received project plan approval on or before July 24, 1989;

(3) is the subject of a complete building permit application for foundation work only, filed on or before July 24, 1989, as determined by the director, provided that the development is not subject to site plan or project plan approval;

(4) received an approved Washington Suburban Sanitary Commission House Connection and Plumbing Application on or before July 24, 1989;

(5) is an expansion, reconstruction or renovation of an existing nonresidential development:

(i) located on the same lot or parcel as the existing development, whether or not attached;

(ii) intended to accommodate specific and defined employment and operational needs of an owner or tenant identified by registration under Section 8-32 if such owner or tenant maintains its level of occupancy in all existing buildings and will be the principal occupant of the proposed development. Occupancy is measured by the gross square footage used by employees of the owner or tenant in the conduct of its business. The owner or tenant must occupy at least 70% of the new building or buildings to be occupied, in the aggregate, excluding common areas for use by the public or use by occupants, at the time of initial occupancy; and

(iii) that does not involve a change in any use identified in the registration under Section 8-32; or

(6) is an expansion solely intended to accommodate specific and defined employment needs of an owner or tenant on land that is developed in combination with nonresidential development of such owner or tenant that is located on an adjoining lot or parcel recorded in conformance with a preliminary plan of subdivision approved after January 1, 1982. The adjoining lots or parcels must be in common ownership on or before July 24, 1989. The expansion must not involve a change in any use identified in the registration under Section 8-32 or the leasing of space to other entities at the time of initial occupancy.

(b) (1) An applicant for an exemption under subsection (a)(1) or (a)(2) of this section may be granted an exemption only for square footage that is approved for construction by the Planning Board at the time that the project plan, proposed site plan or site plan is approved. The proposed development remains subject to all conditions of its regulatory approvals.

(2) An applicant for an exemption under subsection (a)(3) of this section may be granted an exemption only for square footage covered by the foundation plans. An application remains subject to the provisions of Section 8-25(b).

(3) An applicant for an exemption under subsection (a)(4) may be granted an exemption only for square footage approved by WSSC as shown on the applicant's on-site sewer and water plan, or other appropriate WSSC documentation.

(c) (1) An exemption must be granted to an applicant eligible under subsection (a) if the applicant constructs or contributes to the funding of those traffic improvements necessary to compensate for the traffic congestion caused by the proposed development to the extent that the improvements are feasible.

(2) Necessary transportation improvements should be considered feasible under paragraph (1) unless:

(i) the improvement is inconsistent with the relevant master plan or plans;

(ii) engineering or safety reasons make the improvement impractical or not prudent to construct; or

(iii) the incremental cost of all improvements makes the proposed development uneconomical. For purposes of this subparagraph only, an incremental cost that exceeds 10% of the total construction cost for the development or \$7 per square foot (as adjusted for inflation), whichever is less, without the transportation improvements, will be presumed to make the project uneconomical. However, an applicant may show, through clear and convincing evidence, that a lesser amount should apply in the particular case. Construction costs include all related structures and parking facilities, as well as site work and post-design architectural and engineering supervisory services. Estimated construction costs may be calculated with reference to industry standards or other appropriate bases for estimates, as determined by the transportation director. An adjustment for inflation under this subparagraph must be calculated from the second quarter of 1989 under an appropriate construction cost index set by executive regulation.

(3) Subject to availability of funds, the County may participate in the cost of an improvement to the extent that road capacity of the improvement exceeds that needed by the proposed development. In addition, the County may participate in the cost of an improvement if the transportation director determines that the improvement is needed for safety reasons or is otherwise in the public interest. A public improvement agreement may include requirements for the escrow of funds to assure coordination of financing with the timing of construction.

(d) In considering a request for an exemption, the transportation director, Planning Board and the director should evaluate, as appropriate:

- (1) registration and ownership information;
- (2) an owner or tenant's business or facility management plan, if any;
- (3) staging plans;
- (4) layout and design;
- (5) lease or financing arrangements;
- (6) occupancy projections;

- (7) construction costs of the applicant;
- (8) market conditions and constraints;
- (9) construction costs and experience of comparable projects; and
- (10) any other relevant factors.

(e) In determining whether an owner or a tenant is the same entity identified by registration, related subsidiaries, affiliates, holding companies, or the equivalent, at the time of registration for owners, or on July 24, 1989, for tenants, must be treated as if they are the same entity. A successor in interest to the owner or tenant by acquisition, merger, or other transfer of a controlling interest, must be treated as if it is the same entity if it maintains the corporate name and identity of the owner or tenant in the same business at the same location.

#### **8-34. Administrative Procedures**

(a) *Initial Referral of Applications.* The director must refer all applications that require a new adequate public facilities determination under Section 8-31(a)(3) or that may require local area transportation traffic review under Section 8-31(b) to the transportation director and the Planning Board. The procedures of subsections (c) through (f) of this section apply to applications considered under either Section 8-31(a)(3) or Section 8-31(b).

(b) *Special Procedures for Review under Sec. 8-31(b).*

(1) *Initial Evaluation.* The planning department of the Planning Board must evaluate all applications that may require local area transportation review under Section 8-31(b) to determine if the proposed development will add at least 50 peak-hour trips and if the property is registered. If the planning department determines that the proposed development will not add 50 or more peak-hour trips, the planning department must advise the director in writing, with a copy sent to the transportation director.

(2) *Local Area Transportation Review.* If the planning department determines that the property is registered and will add 50 or more peak-hour trips, the applicant must prepare and submit a traffic study to the planning department using the criteria and analytical techniques required for local area transportation review.

(3) *Staff Recommendations.* Upon receipt of a complete traffic study, the planning department must send a copy to the transportation director. After review of the traffic study, the appropriate staff of the planning department and the Department of Transportation should consult with the applicant to discuss the traffic conditions posed by the proposed development and the need for any transportation improvements. The applicant should be notified in writing, within 45 days of receipt of a complete traffic study, of any transportation improvements that will be recommended by either staff.

(4) *Request for Partial Exemption.* Any request for an exemption by an applicant must be made, in writing and with appropriate justification, to the Planning Board and transportation director within 15 days of receipt of notice that transportation improvements will be recommended.

(c) *Preliminary Recommendation of Transportation Director.* The transportation director must submit preliminary recommendations on the application, including any request for an exemption, to the Planning Board, prior to the Planning Board's review under subsection (d).

(d) *Review By Planning Board.*

(1) **Standards and Conditions.** The Planning Board must consider an application for timely adequate public facilities determination or a Section 8-31(b) review in accordance with the criteria set forth in subsection (f)(1). Planning Board consideration may be made as part of a site plan review under Division 59-D-3 of the Zoning Ordinance if site plan review is otherwise applicable. The Planning Board may condition its recommendation on the execution of appropriate agreements with an applicant to the extent permitted for adequate public facilities determinations under subdivision or site plan reviews.

(2) **Hearing Requirement.** An applicant or other interested person must be given the opportunity for a hearing. However, a Planning Board decision does not constitute final agency action for purposes of judicial review.

(3) **Planning Board Recommendation.** Upon receipt of all necessary information from the applicant and the preliminary recommendation of the transportation director, the Planning Board must make written recommendations on the application to the director within the time required by law for preliminary plan of subdivision decisions. A copy of its recommendation must be transmitted to the transportation director.

(4) The Planning Board may establish procedures to carry out its responsibilities under this section.

(e) *Final Recommendation of Transportation Director.* Within 30 days after receipt of a Planning Board recommendation under subsection (d), the transportation director must submit a final recommendation to the director.

(f) *Decision by Director.*

(1) **Administrative Decision.** After receiving the recommendations of the Planning Board and the transportation director, the director must decide on an application and any request for an exemption, using the criteria of this article, the Adequate Public Facilities Ordinance, any adopted Annual Growth Policy, and related administrative regulations, as appropriate. The director may issue, deny, or condition any permit, as appropriate, including requiring the execution by the applicant of agreements with the Planning Board or the Department of Transportation.

(2) **Appeal.** An applicant or other interested person may appeal the decision of the director in accordance with Section 8-23. The Planning Board must receive notice of all decisions and any appeal to the Board of Appeals. The Planning Board may intervene, request a hearing, and otherwise participate fully in a proceeding before the director, the Board of Appeals, or any court.

(g) *Time Limit.* An adequate public facilities determination made under this section remains valid for 12 years.

**8-35. Penalties.**

The knowing submission of a false registration application or a false application for an exemption under this article is a violation of this Chapter for purposes of Section 8-22.

**8-36. Regulations.**

(a) The County Executive may adopt regulations to administer this article under method (2), including provisions governing the estimation of construction costs under Section 8-33.

(b) Prior to the granting of a transportation improvement construction cost credit under Section 8-31(d), the County Executive must adopt regulations that establish the procedures and methodology used for calculating the credit.

#### **42A-9A. Traffic Mitigation Agreements for Certain Developments.**

(a) (1) A traffic mitigation agreement that is required to be executed with the County under Article IV of Chapter 8 as a prerequisite to the issuance of a building permit must meet the requirements of this section.

(2) The purpose of a traffic mitigation agreement is to reduce single occupancy vehicle traffic from a proposed development in order to reduce potential congestion, promote traffic safety and pedestrian access, and reduce air and noise pollution.

(3) A traffic mitigation agreement executed under this section is in addition to, and not in lieu of, any other transportation requirement imposed on the applicant under law.

(4) A traffic mitigation agreement executed under this section is not intended to be equivalent to what may be required under the Annual Growth Policy to overcome policy area staging ceiling limitations. Until specific traffic mitigation or commuting goals are adopted by the County Council in the Annual Growth Policy, measures in a traffic mitigation agreement should be calculated to reasonably achieve the goal of having the percentage of non-driver trips made by the employees during the peak period equal the percentage of home-based work trips for non-drivers within the policy area as adjusted for proximity to Metro and other relevant factors set forth in subsection (e). However, the goal must not be lower than 15 percent or the percentage of home-based work trips using transit, whichever is greater. The goal must not be higher than 35 percent. In determining the appropriate percentage of home-based work trips for non-drivers under this paragraph, the Department of Transportation must use data of commuting patterns from the 1987 census update.

(5) A traffic mitigation agreement executed as part of site plan review satisfies the requirements of this section. After July 24, 1989, all such agreements should receive the review and comment of the Department of Transportation.

(6) The department of transportation must submit all proposed traffic mitigation agreements to the planning department for review and comment.

(b) A traffic mitigation agreement must be executed by the permit applicant and the Department of Transportation prior to issuance of a building permit. If the applicant is not the owner of the property subject to the permit application, each owner of the property must also execute the traffic mitigation agreement if that owner is required to take any action under the agreement. A traffic mitigation agreement executed by an owner must be made binding on all successors in interest to the owner of the property for the term of the agreement. The executed agreement must be recorded in the land records of the County by the owner.

(c) A traffic mitigation agreement must include the appointment of a transportation coordinator for the development.

(d) A traffic mitigation agreement may include:

(1) limitations on parking spaces to the minimum permitted under the Zoning Ordinance after allowance of available credits for ridesharing programs, shared parking, proximity to Metro, and similar factors;

(2) peak period parking charges, including charging employees for parking at commercial rates;

(3) participation in an area personalized ridesharing program, if available, including promotional efforts with tenants and employees;

(4) preferential parking requirements for carpools and vanpools, and the installation of one or more bus shelters;

(5) provision of transit or vanpool subsidies for employees;

(6) provision for emergency rides home for carpoolers and vanpoolers; and

(7) similar measures to reduce single occupancy vehicle traffic from the development.

(e) In determining reasonable and otherwise appropriate provisions of a traffic mitigation agreement, the director of the Department of Transportation must consider, among other relevant factors:

(1) the type, density, and physical layout of the development;

(2) probable peak-hour trip generation rates at the proposed development;

(3) occupancy projections, including the types of employers, the demographic composition of the workforce, and the work-hours of employees, if known;

(4) proposed parking at the development, as shown in the application for the building permit;

(5) the degree to which public transit is available and its frequency of service;

(6) parking policies established for the policy area;

(7) experience of similar developments or employers in undertaking similar traffic mitigation measures; and

(8) location of the development within a transportation management district, share-a-ride district or outreach area, or in proximity to a voluntary transportation management association or other developments where owners or employers are willing to cooperate in joint traffic mitigation measures.

(f) Administration of this section should be accomplished in conjunction with existing public and private transportation management efforts.

(g) (1) A traffic mitigation agreement may require adequate financial security assurances, including bonds, letters of credit, or similar guarantees;

(2) A traffic mitigation agreement must:

(i) be made binding on future tenants; and

(ii) provide for liquidated damages, specific performance, or other remedies, as appropriate.

### **ARTICLE III. SUBDIVISION REGULATIONS GENERALLY.**

#### **Sec. 50-20. Limitations on issuance of building permits.**

**\* \* \***

**(c)**

**(1) Words and phrases used in this subsection have the meanings indicated in section 8-30.**

**(2) Except as provided in paragraph (4) of this subsection and Article IV of Chapter 8, a building permit may be issued only if a timely determination of the existence of adequate public facilities to serve the proposed development has been made under this chapter.**

**(3) A determination of adequate public facilities made under this chapter is timely and remains valid:**

**(i) for 12 years from the date of preliminary plan approval for plans approved on or after July 25, 1989. However, an adequate public facilities determination for an exclusively residential subdivision remains valid after 12 years if 50 percent of the entire subdivision has received building permits and the developer submits a letter of intent to develop the remainder by a specified date; and**

**(ii) until July 25, 2001, for a preliminary plan of subdivision that allows non-residential development which was approved on or after January 1, 1982, but before July 25, 1989.**

**(4) Paragraph (2) of this subsection does not apply to:**

**(i) proposed development that is exclusively residential on a lot or parcel recorded before July 25, 1989, or otherwise recorded in conformance with a preliminary plan of subdivision approved before that date;**

**(ii) proposed development that is otherwise exempted from the requirement for adequate public facilities for preliminary plan of subdivision approval under this chapter or other law; and**

**(iii) proposed non-residential development on a lot or parcel recorded before January 1, 1982, or otherwise in conformance with a preliminary plan of subdivision approved before January 1, 1982, if it is registered and otherwise satisfies the requirements of Article IV of Chapter 8. On or after July 25, 2001, a new adequate public facilities determination is required.**

**(5) If a new adequate public facilities determination is required under this subsection, the procedures set forth in Section 8-34 apply.**

## **DIVISION 59-A-3. BUILDING AND USE AND OCCUPANCY PERMITS.**

### **Sec. 59-A-3.1. Building permit.**

(a) Building permits generally. A building permit must be issued by the director before any building or other structure can be erected, moved, structurally altered, added to, or enlarged and before any excavation can be started. A building permit is not required for any building or structure to be used exclusively for purposes of agriculture upon land used exclusively for agriculture. However, a building permit is required for any building or structure to be used for a purpose that is not exclusively agricultural in nature, including special exception uses, even though located on otherwise agricultural land.

(b) A building permit may be issued only for proposed work that conforms to the uses and amount of development authorized under this Chapter or other applicable law and for which the adequacy of public facilities is determined after:

(1) review of a preliminary plan of subdivision or site plan if required under this Chapter or Chapter 50; or

(2) building permit review if required under Chapter 8.

Appendix E:

# Alternative Growth Scenarios

(Prepared by the Planning Board)

## 1. TRANSPORTATION CEILINGS

The Planning Board's recommended FY 91 anticipated ceilings would provide greater ceiling capacity in five policy areas than those which were adopted by the Council in FY 90. The FY 91 anticipated ceilings would eliminate the housing subdivision moratorium in Gaithersburg West. The high ceiling scenario would eliminate both the jobs and housing subdivision moratoriums in Germantown West and the jobs subdivision moratoriums in Gaithersburg West. The following table shows the County-wide gross transportation ceilings for jobs and housing and their relative jobs to housing ratio. In allocating new staging ceiling capacity, the Planning Board recommends assigning a greater proportion to housing than to jobs wherever possible, bringing the jobs/ housing ratio down from 1.65 for the adopted ceilings to 1.62 for anticipated, and 1.59 for the high ceiling scenario. Zoning ceiling constraints and large employment subdivision moratoriums, however, limit the allocation of capacity to housing in some policy areas.

### Gross Transportation Staging Ceilings All Policy Areas

<u>Ceiling</u>	<u>Jobs</u>	<u>Housing</u>	<u>J/H Ratio</u>
FY 90 Adopted Ceiling	489,510	296,210	1.65
FY 91 Anticipated Ceiling	493,510	304,210	1.62
High Ceiling Scenario	503,510	317,460	1.59

#### A. FY 90 Ceiling

The FY 90 adopted ceilings are based on projects in the approved FY 90-95 CIP and the State FY 89-94 CTP for which 100 percent of the construction expenditures are programmed within the first four years. As of September 28, 1989, these ceilings result in a positive net remaining capacity in 10 policy areas for housing and 9 policy areas for jobs. Seven policy areas have a negative net remaining capacity for housing and 8 have a negative net remaining capacity for jobs. Since June 27, 1989, 3 additional policy areas have entered a housing subdivision moratorium. The following lists policy areas in a subdivision moratorium under FY 90 ceilings.

#### Policy Areas with Negative Remaining Capacity Under the FY 90 Ceilings (Pipeline as of September 28, 1989)

##### No Approvals for Jobs

Cloverly  
Fairland/White Oak  
Gaithersburg East  
Gaithersburg West  
Germantown West  
North Bethesda  
Rockville  
Silver Spring/Takoma Park

##### No Approvals for Housing

Aspen Hill  
Cloverly  
Damascus  
Fairland/White Oak  
Gaithersburg West  
Germantown West  
North Bethesda

B. FY 91 Anticipated Ceiling

The Planning Board's FY 91 anticipated ceilings, which are based on projects which have 100 percent of their expenditures for construction scheduled in the fifth year of the FY 90-95 CIP and the State FY 90-94 CTP would raise staging ceiling levels in 5 policy areas for housing and 3 policy areas for jobs. The total County-wide ceiling increase recommended is 8,000 housing units and 4,000 jobs. As a result, Gaithersburg West, currently in a subdivision moratorium under the FY 90 ceilings, would have a positive remaining capacity under anticipated ceilings. The following summarizes staging ceiling changes and the Planning Board's allocation of capacity to housing and jobs by policy area.

\* Aspen Hill. The addition of an eastbound lane to Veirs Mill Road and Twinbrook Parkway would slightly reduce the housing subdivision moratorium by 500 housing units.

\* Fairland/White Oak. The widening of East Randolph Road and the upgrade of Robey Road to a residential primary provides some relief and would decrease the ceiling deficit by 1,000 for both housing units and jobs.

\* Gaithersburg East. The widening of the Watkins Mill Road Bridge to two lanes would increase the housing ceiling by 500 housing units.

\* Gaithersburg West. The widening of MD 28 would eliminate the housing subdivision moratorium by increasing the housing ceiling by 4,500 units and reduce the job ceiling deficit by 2,500 jobs.

\* Rockville. The widening of MD 28 would increase the housing ceiling by about 1,500 housing units and reduce the jobs deficit by 500 jobs.

The Planning Board has not counted transportation capacity from the trolley in its anticipated FY 91 staging ceilings, even though the State Consolidated Transportation Program shows that 100 percent of its expenditures for construction are scheduled by FY 94. The resolution for the Georgetown Branch Master Plan Amendment, adopted by the Council on November 28, 1989, directed the Planning Board and the Executive not to count transportation capacity from the trolley in the FY 91 Annual Growth Policy.

Policy areas which would continue to be in a subdivision moratorium even with the additional capacity from the Planning Board's anticipated ceilings are listed in the following table.

Policy Areas with Negative Remaining Capacity  
Under the FY 91 Anticipated Ceilings  
(Pipeline as of September 28, 1989)

No Approvals for Jobs

Cloverly  
Fairland/White Oak  
Gaithersburg East  
Gaithersburg West  
Germantown West  
North Bethesda  
Rockville  
Silver Spring/Takoma Park

No Approvals for Housing

Aspen Hill  
Cloverly  
Damascus  
Fairland/White Oak  
Germantown West  
North Bethesda

C. FY 91 High Ceiling Scenario

The high ceiling scenario, which incorporates projects in the sixth year of the FY 90-95 CIP and the fifth year of the State CTP, would increase ceiling capacity above the anticipated level in seven policy areas for housing and four policy areas for jobs. This scenario would increase ceilings by an additional 13,250 housing units and 10,000 jobs over the anticipated scenario. The following summarizes high ceiling scenario capacity changes above the anticipated level and the jobs/housing allocation.

\* Cloverly. The widening of New Hampshire Avenue would add 500 housing units to the ceiling, slightly relieving the housing ceiling deficit.

\* Damascus. The MD 124 extension project would help to reduce the negative net remaining housing capacity by adding 250 units to the ceiling.

\* Fairland/White Oak. The scheduled widening of New Hampshire Avenue between Randolph Road and the Inter-County Connector would further reduce the housing ceiling deficit by adding 1,000 units to the ceiling.

\* Gaithersburg East. The construction of the Germantown/Montgomery Village Connector and the Watkins Mill Road Extension would add 2,000 housing units and 2,000 jobs to the staging ceilings. This high ceiling scenario assumes that the Council will have resolved the environmental issues associated with the Germantown/Montgomery Village Connector.

\* Gaithersburg West. The continuation of Watkins Mill Road in Gaithersburg West also would add 3,000 housing units and 1,500 jobs to the staging ceilings. This increase in the jobs ceiling would bring the area out of a job subdivision moratorium, assuming the September 28, 1989 pipeline.

\* Germantown East. The Germantown/Montgomery Village Connector and the initial phases of the Father Hurley Boulevard Extension and Interchange projects would add 2,500 housing units and 4,000 jobs to the staging ceilings in this area. This high ceiling scenario assumes that the Council will have resolved the environmental issues associated with the Germantown/Montgomery Village Connector.

\* Germantown West. The initial phases of the Father Hurley Boulevard Extension and Interchange projects would eliminate both the jobs and housing subdivision moratoriums in Germantown West. These projects would add 4,000 housing units and 2,500 jobs to the staging ceilings.

The following lists policy areas which would continue to be in a subdivision moratorium even with the additional capacity counted in the high ceiling scenario.

Policy Areas with Negative Remaining Capacity  
under the High Ceilings Scenario  
(Pipeline as of September 28, 1989)

No Approvals for Jobs

Cloverly  
Fairland/White Oak  
Gaithersburg East  
North Bethesda  
Rockville  
Silver Spring/Takoma Park

No Approvals for Housing

Aspen Hill  
Cloverly  
Damascus  
Fairland/White Oak  
North Bethesda

The tables, charts, and maps on the next several pages provide more detailed information on FY 90, FY 91 anticipated, and FY 91 high scenario ceilings and net remaining capacities. The maps show policy areas in subdivision moratorium under current staging ceilings or policy areas expected to be in a subdivision moratorium under the Planning Board's FY 91 anticipated or high scenario ceilings.

## 2. PUBLIC SCHOOL CAPACITIES

Based on the Superintendent's Requested FY 91-96 CIP, all high school clusters have adequate capacity at all three grade levels to support the September 1994 enrollment forecast. If this capacity is retained in the approved FY 91-96 CIP, the Planning Board, in its approval of preliminary plans of subdivision during fiscal year 1991, can consider schools to be adequate. Tables 7 to 9 show the school capacity analysis using the Superintendent's Requested FY 91-96 CIP.

Table 4

PLANNING BOARD RECOMMENDED CEILING INCREASES UNDER  
FY 91 ANTICIPATED CEILINGS AND HIGH CEILING SCENARIOS

Policy Area	Housing Units		Jobs	
	FY 91 Anticipated Ceiling Increase	High Ceiling Scenario Increase	FY 91 Anticipated Ceiling Increase	High Ceiling Scenario Increase
	(A)		(D)	
Aspen Hill	500	0	0	0
Bethesda CBD	0	0	0	0
Bethesda/Chevy Chase	0	0	0	0
Cloverly	0	500	0	0
Damascus	0	250	0	0
Fairland/White Oak	1,000	1,000	1,000	0
Gaithersburg East	500	2,000	0	2,000
Gaithersburg West	4,500	3,000	2,500	1,500
Germantown East	0	2,500	0	4,000
Germantown West	0	4,000	0	2,500
Kensington/Wheaton	0	0	0	0
North Bethesda	0	0	0	0
Olney	0	0	0	0
Potomac	0	0	0	0
Rockville	1,500	0	500	0
Silver Spring CBD	0	0	0	0
Silver Spring/Tak. Pk.	0	0	0	0
<b>TOTAL POLICY AREAS</b>	<b>8,000</b>	<b>13,250</b>	<b>4,000</b>	<b>10,000</b>

Source: Montgomery County Planning Department, Research Division, November 1989.

Table 5

HOUSING  
TRANSPORTATION STAGING CEILING CAPACITY USING FY 90, 91, AND HIGH SCENARIO CEILINGS  
January 1989 Base

Policy Area <sup>1</sup>	FY 90			Anticipated		High	
	Net	Pipeline	Net	FY 91	Net	Scenario	Net
	Ceiling	9/28/89	Remaining	Net	Remaining	Net	Remaining
	A	B	C	D	E	F	G
			(A-B)		(D-B)		(F-B)
Aspen Hill	(1,954)	3,244	(5,198)	(1,454)	(4,698)	(1,454)	(4,698)
Bethesda CBD <sup>2</sup>	1,638	840	798	1,638	798	1,638	798
Bethesda/Chevy Chase	3,868	1,717	2,151	3,868	2,151	3,868	2,151
Cloverly	(1,845)	208	(2,053)	(1,845)	(2,053)	(1,345)	(1,553)
Damascus	(569)	264	(833)	(569)	(833)	(319)	(583)
Fairland/White Oak	(1,469)	1,925	(3,394)	(469)	(2,394)	531	(1,394)
Gaithersburg East	5,770	4,173	1,597	6,270	2,097	8,270	4,097
Gaithersburg West	3,864	5,742	(1,878)	8,364	2,622	11,364	5,622
Germantown East	2,407	1,119	1,288	2,407	1,288	4,907	3,788
Germantown West	2,650	2,722	(72)	2,650	(72)	6,650	3,928
Kensington/Wheaton	2,698	354	2,344	2,698	2,344	2,698	2,344
North Bethesda	849	1,476	(627)	849	(627)	849	(627)
Olney	2,903	2,597	306	2,903	306	2,903	306
Potomac <sup>2</sup>	3,424	1,423	2,001	3,424	2,001	3,424	2,001
Rockville	1,850	831	1,019	3,350	2,519	3,350	2,519
Silver Spring CBD	3,382	1,698	1,684	3,382	1,684	3,382	1,684
Silver Spring/Tak.Pk.	678	184	494	678	494	678	494
Total Policy Areas	35,981	30,517	13,682	42,481	18,304	54,512	29,732

<sup>1</sup> Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> Although Ceilings are shown for all policy areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

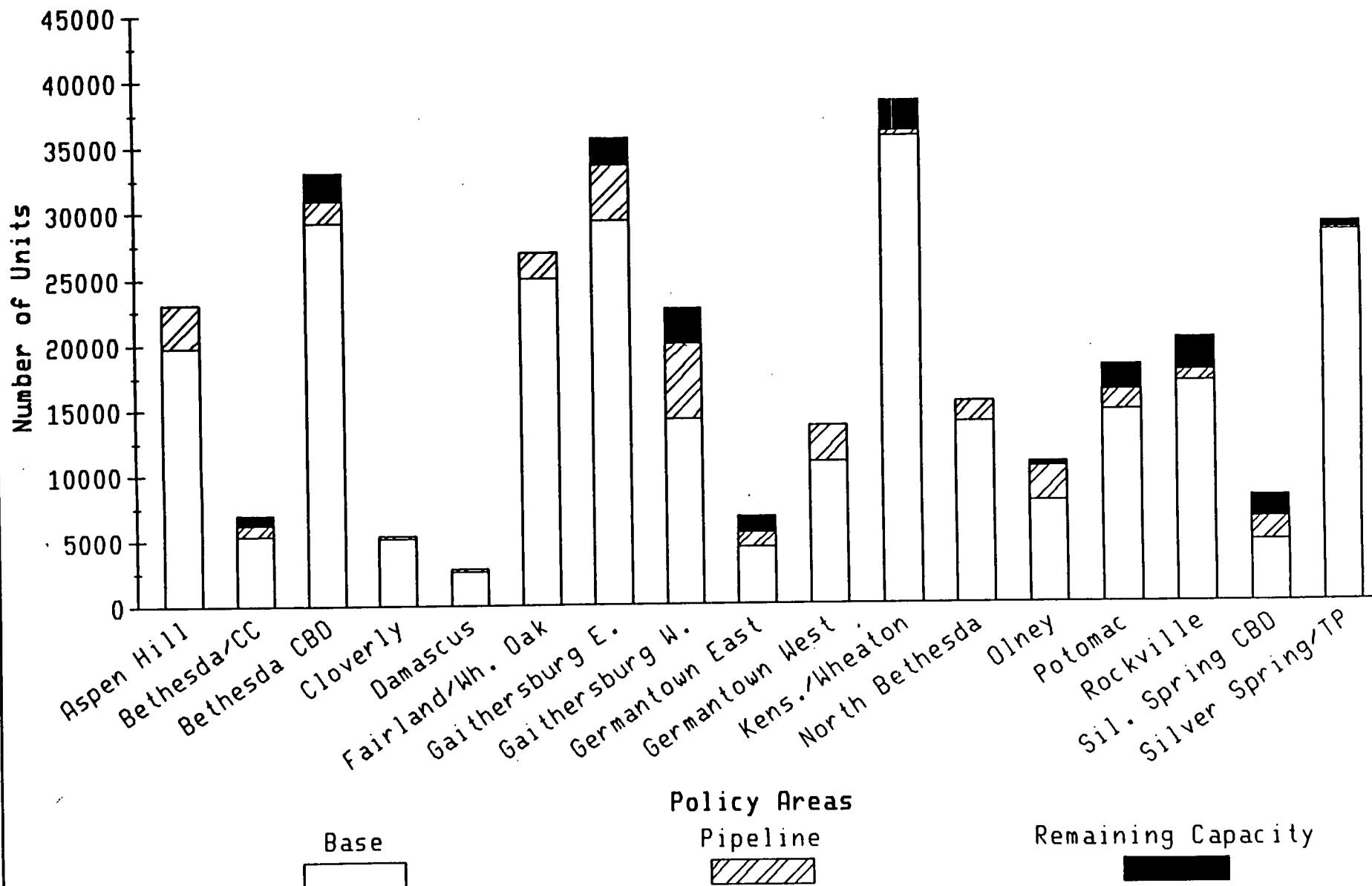
NOTE: Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 11, 1989.

THIS PAGE INTENTIONALLY LEFT BLANK

# COMPARISON OF BASE, PIPELINE, AND ANTICIPATED FY 91 REMAINING CAPACITY FOR HOUSING, BY POLICY AREA as of September 28, 1989

E-10



# COMPARISON OF BASE, PIPELINE, AND HIGH CEILING SCENARIO REMAINING CAPACITY FOR HOUSING, BY POLICY AREA as of September 28, 1989

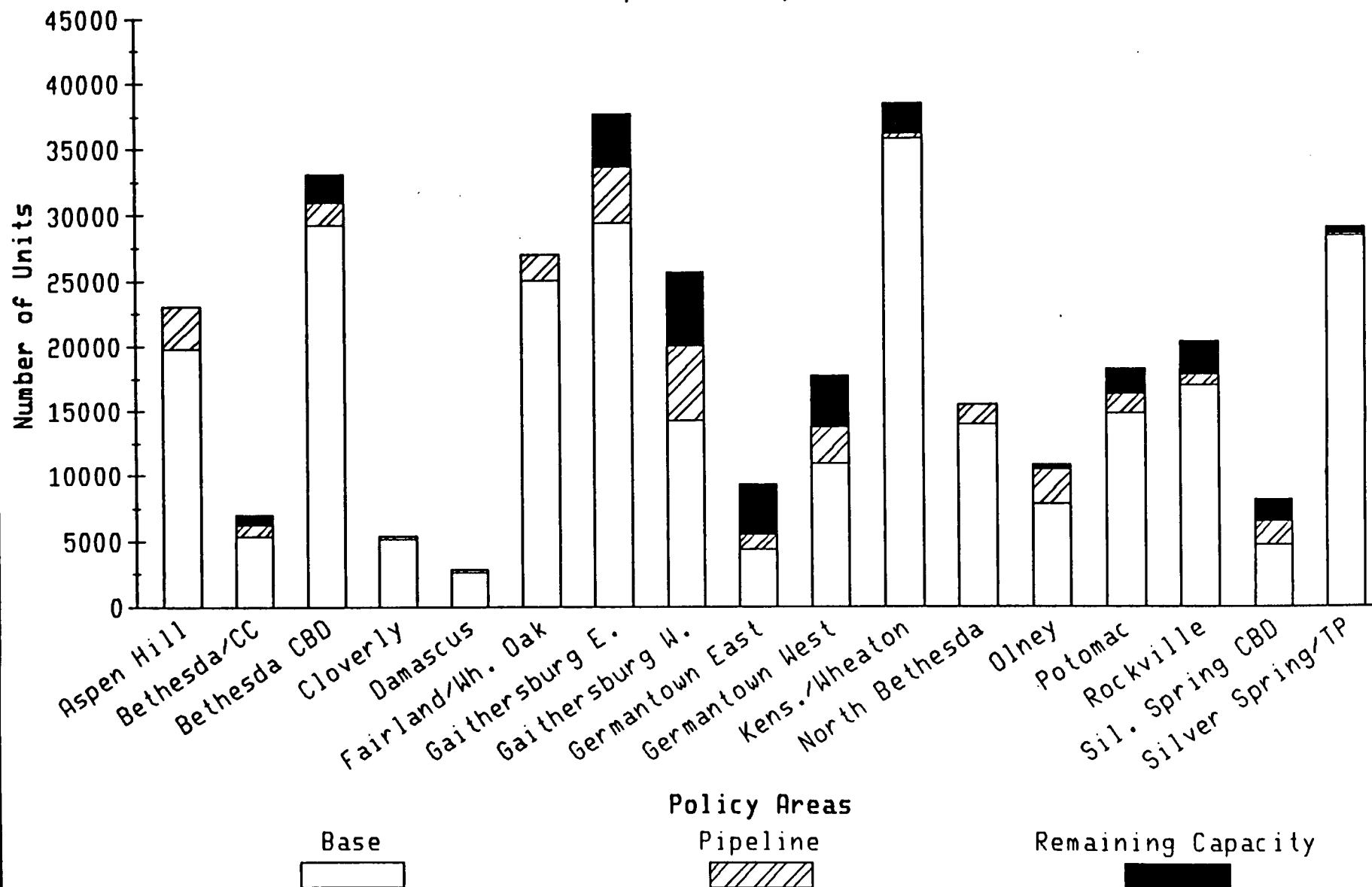


Table 6

EMPLOYMENT  
TRANSPORTATION STAGING CEILING CAPACITY USING FY 90, 91, AND HIGH SCENARIO CEILINGS  
January 1989 Base

Policy Area <sup>1</sup>	FY 90			Anticipated		High	
	Net	Pipeline	Net	FY 91	Net	Scenario	Net
	Ceiling	9/28/89	Remaining	Net	Remaining	Net	Remaining
	A	B	C	D	E	F	G
	(A-B)			(D-E)		(F-G)	
Aspen Hill	358	86	272	358	272	358	272
Bethesda CBD <sup>2</sup>	4,157	3,982	175	4,157	175	4,157	175
Bethesda/Chevy Chase	11,049	927	10,122	11,049	10,122	11,049	10,122
Cloverly	(80)	13	(93)	(80)	(93)	(80)	(93)
Damascus	776	426	350	776	350	776	350
Fairland/White Oak	(3,501)	8,945	(12,446)	(2,501)	(11,446)	(2,501)	(11,446)
Gaithersburg East	5,624	11,194	(5,570)	5,624	(5,570)	7,624	(3,570)
Gaithersburg West	23,020	26,877	(3,857)	25,520	(1,357)	27,020	143
Germantown East	2,401	1,841	560	2,401	560	6,401	4,560
Germantown West	7,615	8,114	(499)	7,615	(499)	10,115	2,001
Kensington/Wheaton	6,569	433	6,136	6,569	6,136	6,569	6,136
North Bethesda	5,738	9,926	(4,188)	5,738	(4,188)	5,738	(4,188)
Olney	834	763	71	834	71	834	71
Potomac <sup>2</sup>	3,019	251	2,768	3,019	2,768	3,019	2,768
Rockville	14,663	18,613	(3,950)	15,163	(3,450)	15,163	(3,450)
Silver Spring CBD	11,849	11,409	440	11,849	440	11,849	440
Silver Spring/Tak.Pk.	936	1,031	(95)	936	(95)	936	(95)
Total Policy Areas	98,608	104,831	20,894	101,608	20,894	111,608	27,038

<sup>1</sup> Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> Although Ceilings are shown for all policy areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

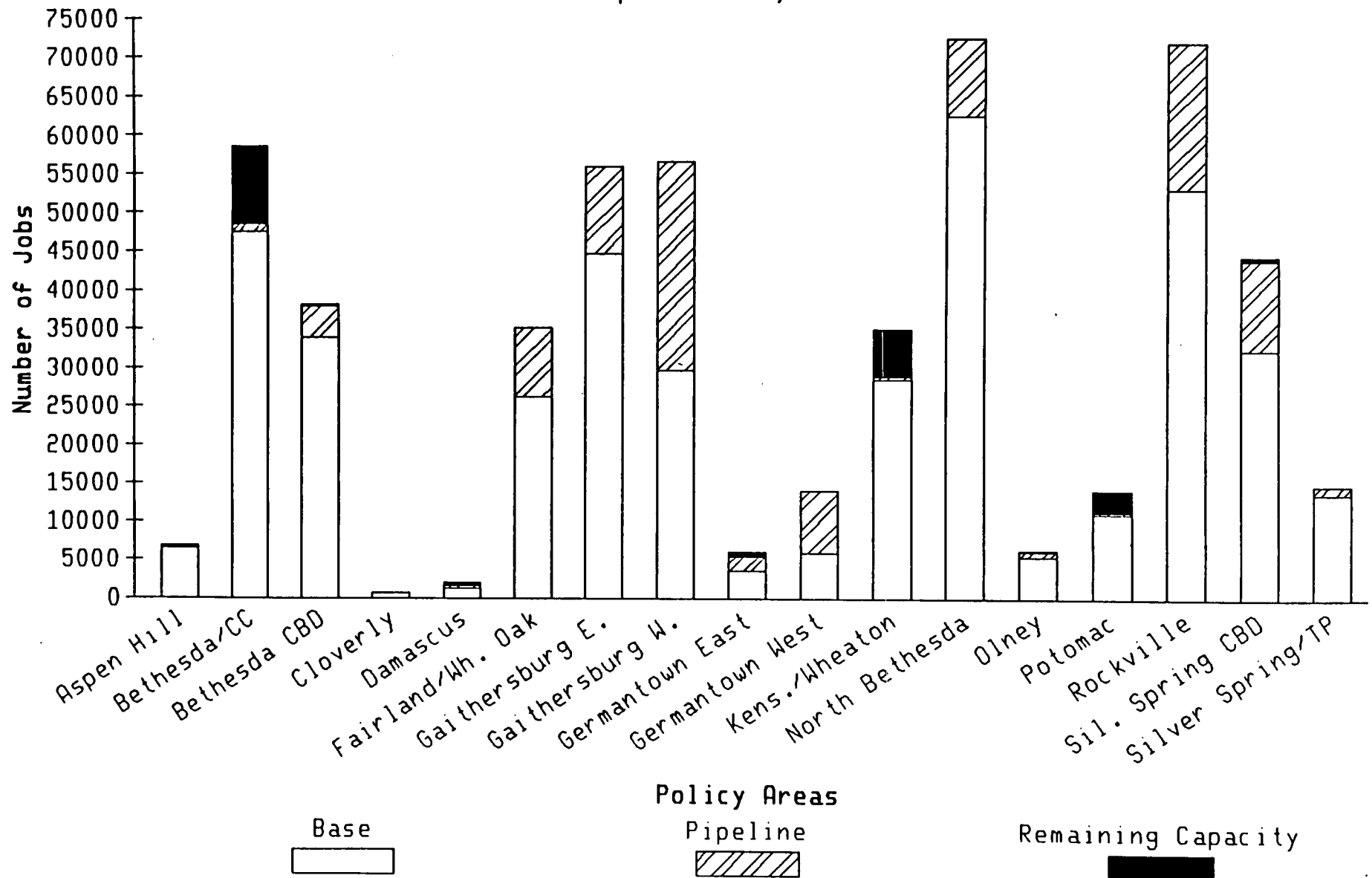
NOTE: Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 11, 1989.

THIS PAGE INTENTIONALLY LEFT BLANK

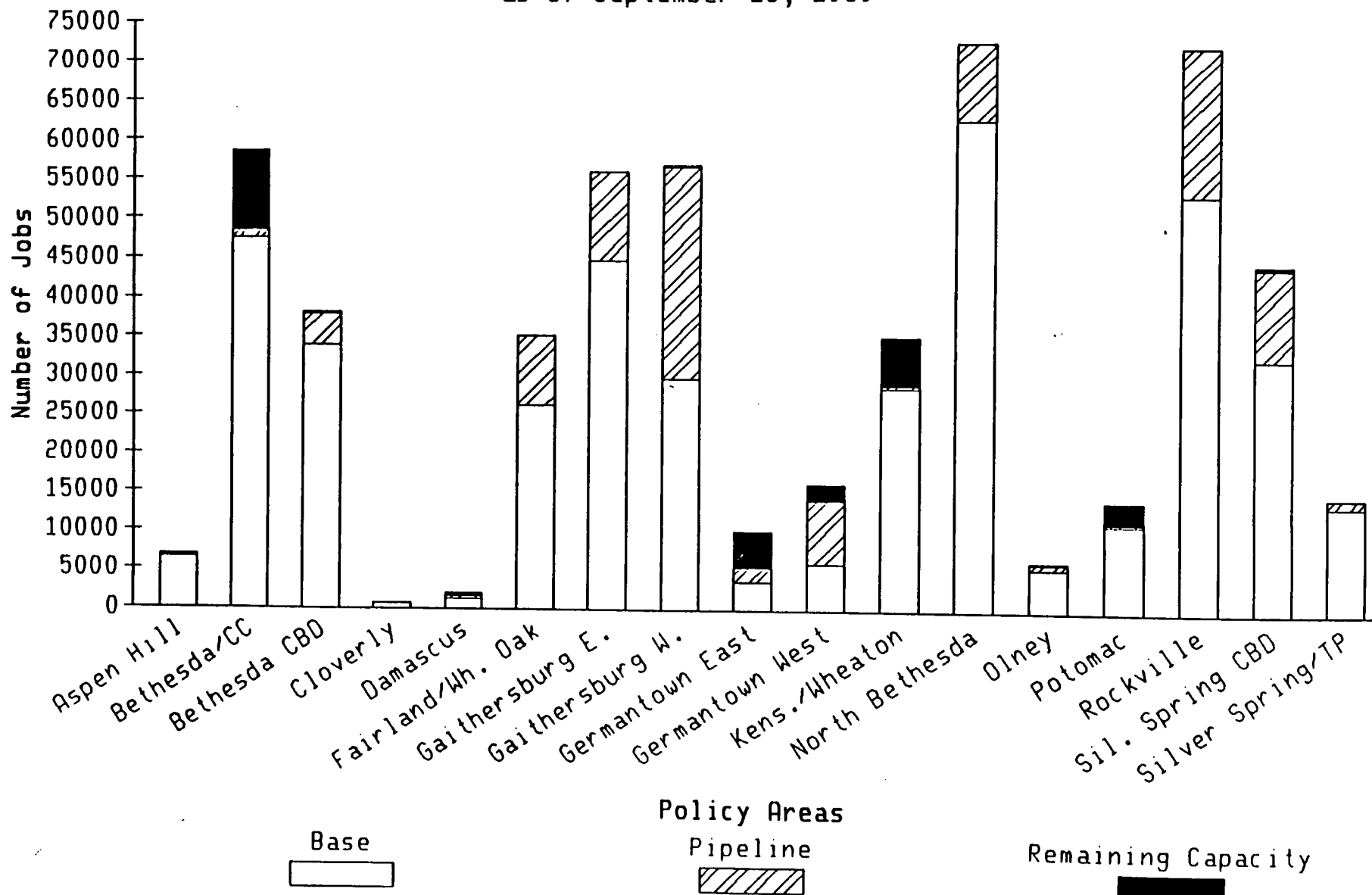
# COMPARISON OF BASE, PIPELINE, AND ANTICIPATED FY 91 REMAINING CAPACITY FOR JOBS, BY POLICY AREA

as of September 28, 1989

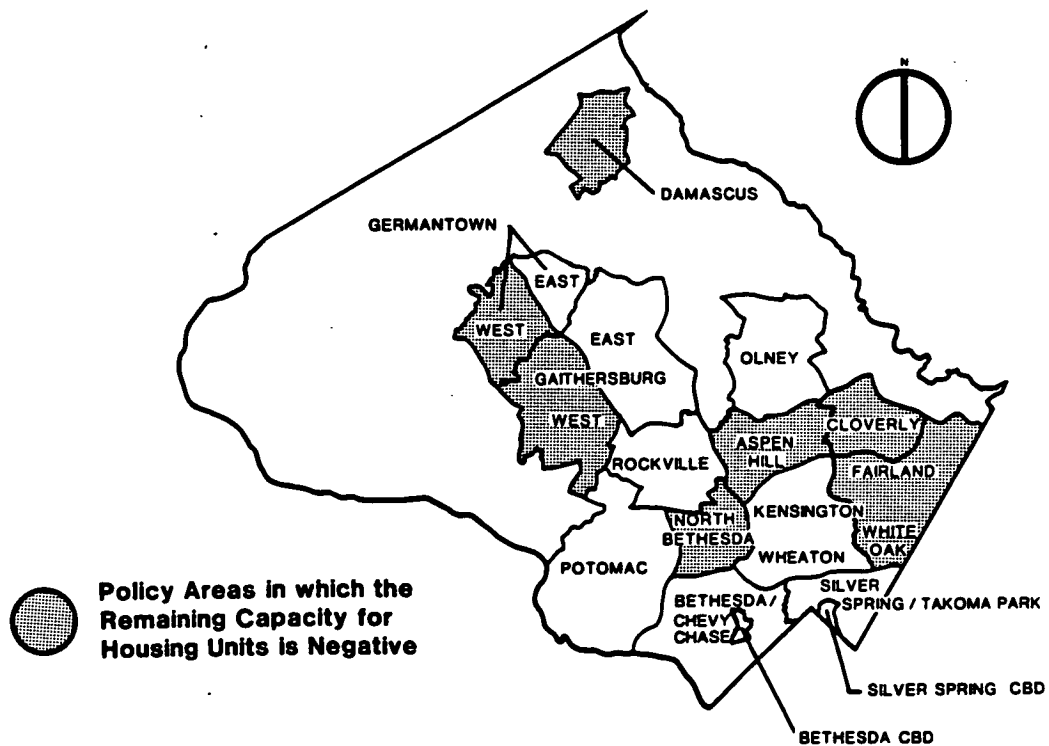
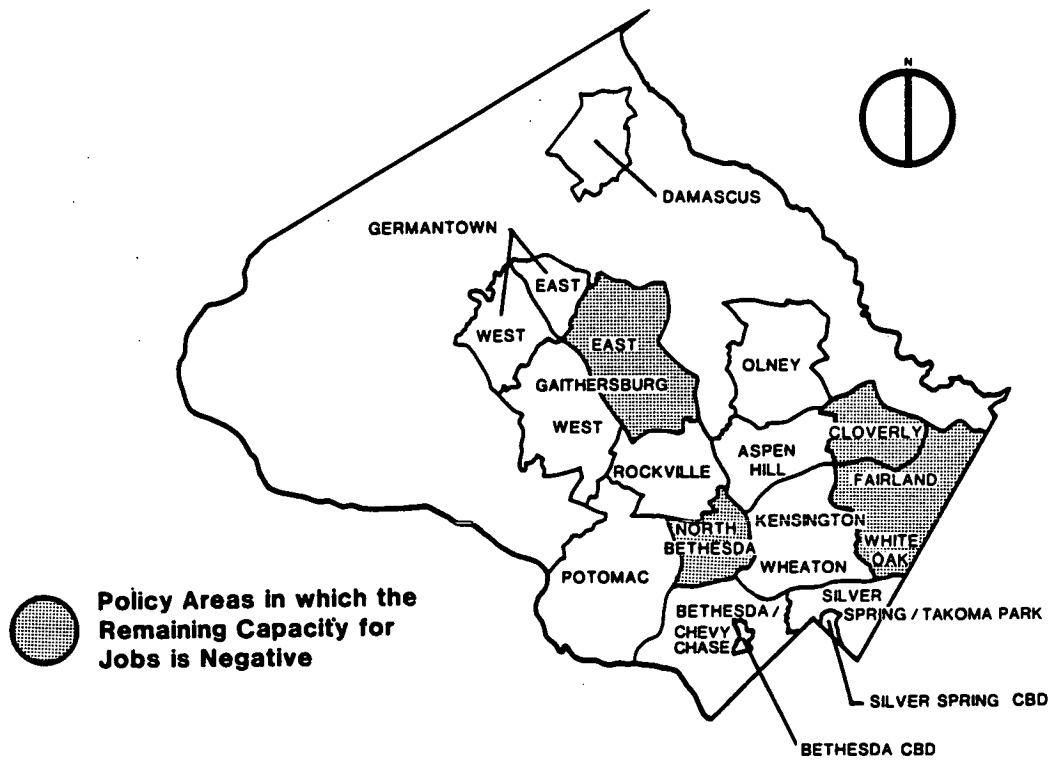


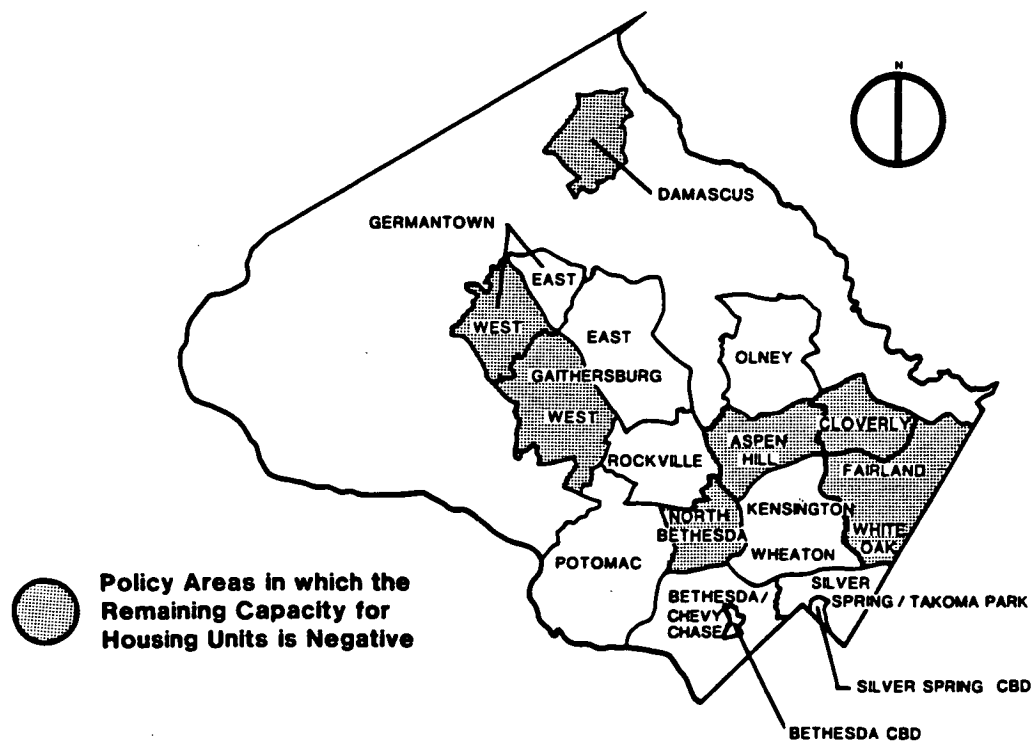
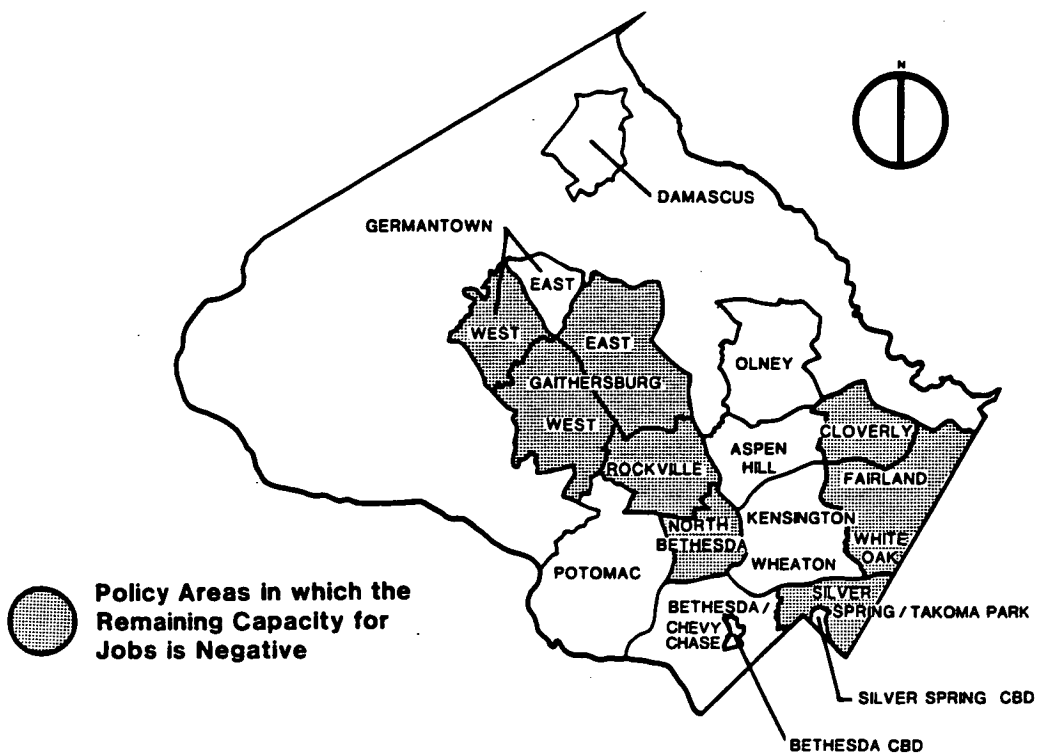
# COMPARISON OF BASE, PIPELINE, AND HIGH CEILING SCENARIO REMAINING CAPACITY FOR JOBS, BY POLICY AREA as of September 28, 1989

E-15

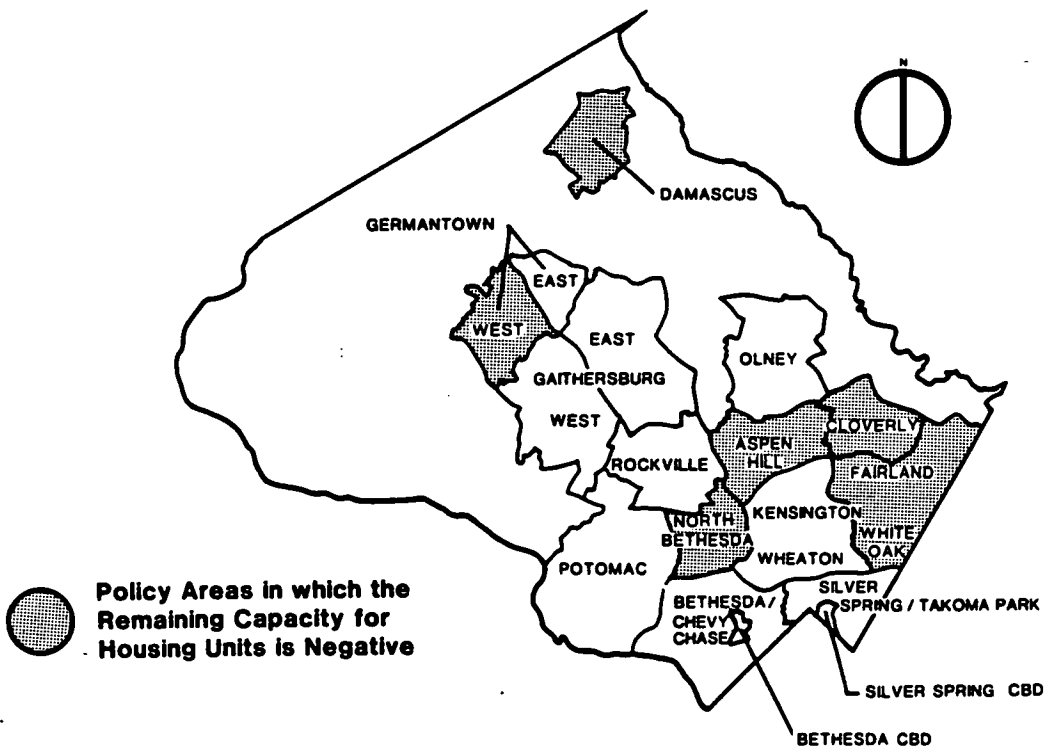
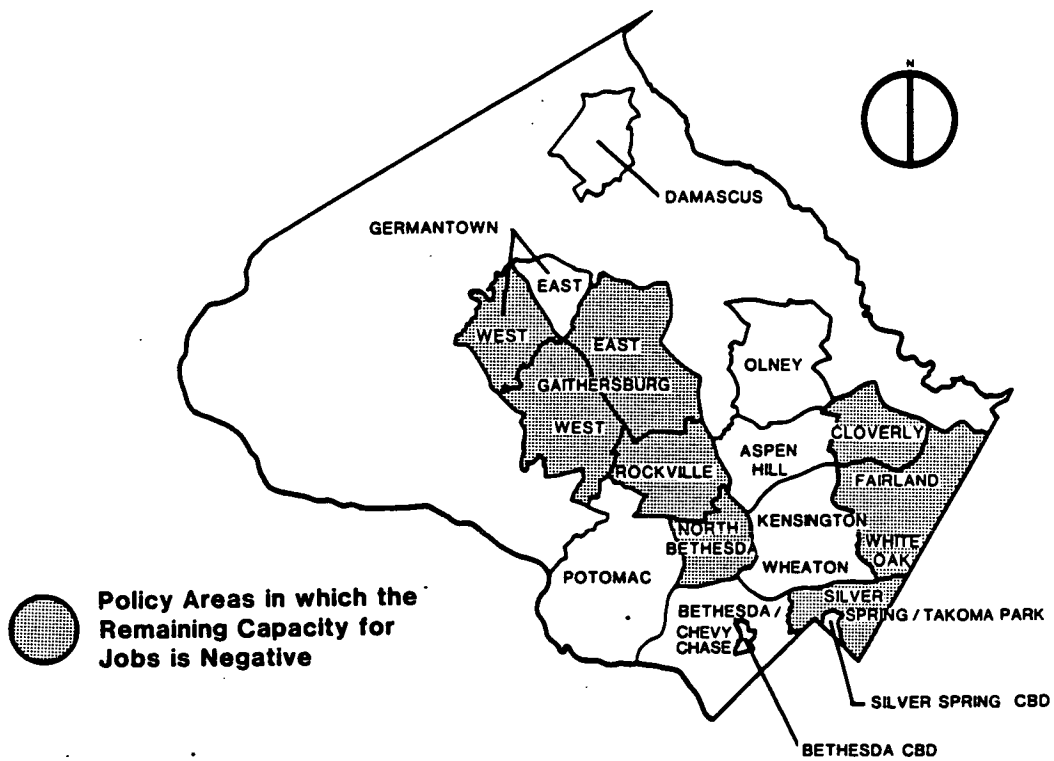


**FY90 AGP Adopted (As of 6/27/89)**





# FY91 AGP Anticipated



# FY91 AGP High Ceiling Scenario

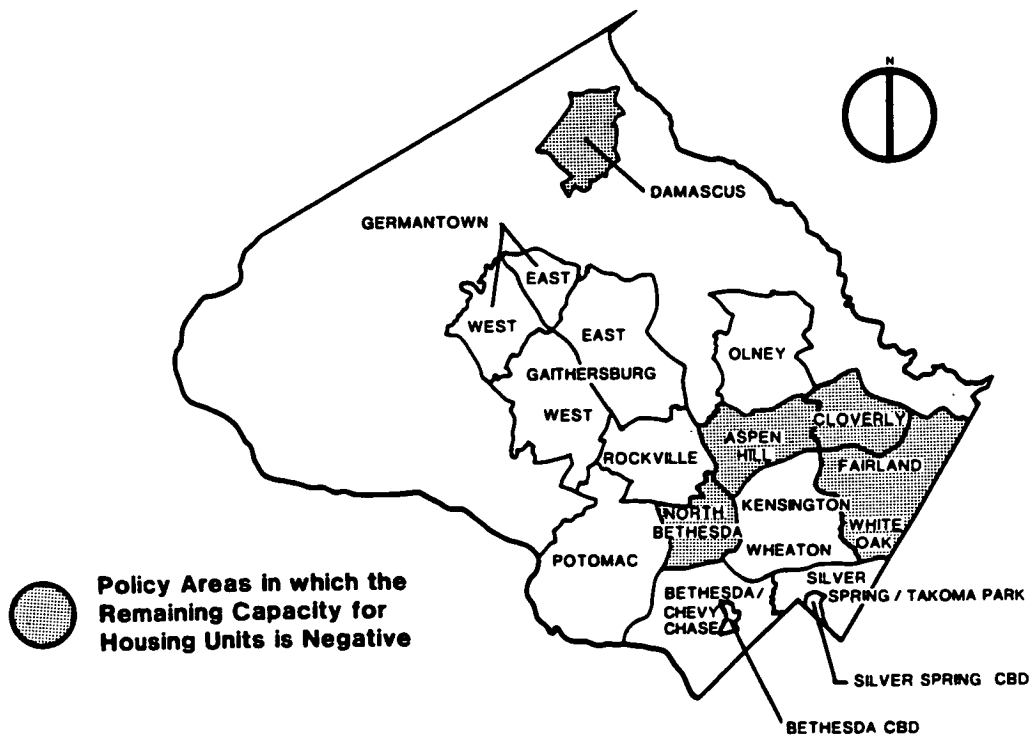
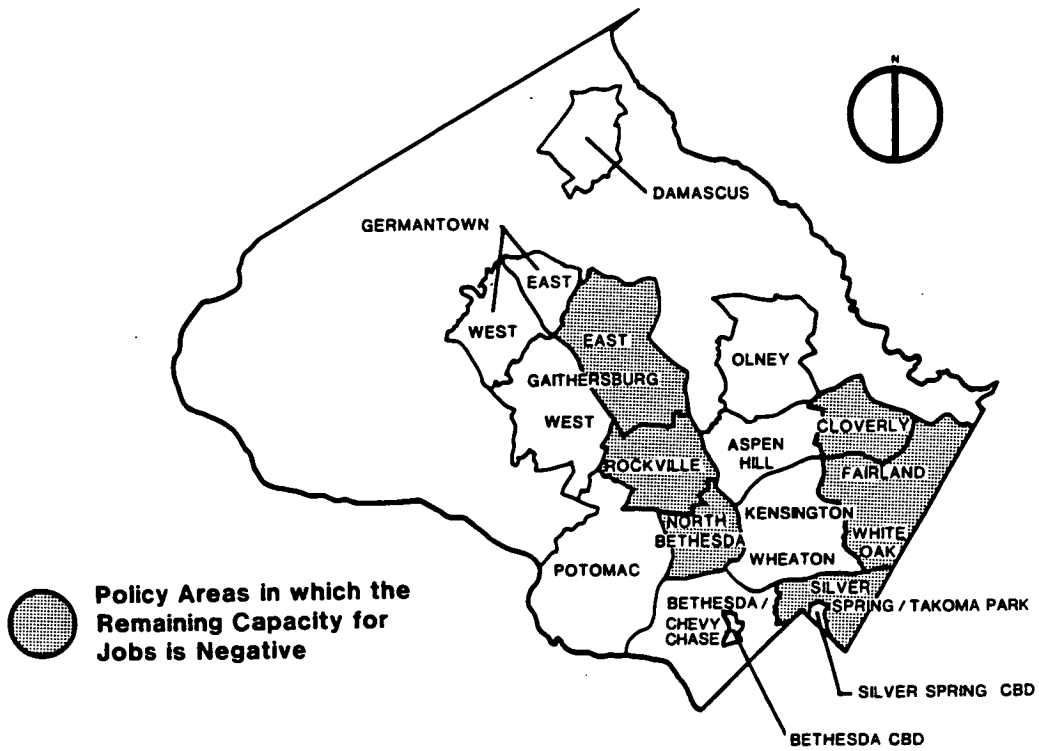


Table 7

ELEMENTARY SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA  
Comparison of 1994 MCPS Projected Elementary School Enrollment to 1994 Program Capacity  
Provided by the Superintendent's Requested FY 91-96 CIP

School Policy Areas (High School Cluster)	A	B	C	D	E
	September 1994 Enrollment Projected by MCPS (as of 10/89) <sup>1</sup>	100% of 1994 Program Capacity with Superintendent's Requested FY 91-96 CIP <sup>2</sup>	Capacity Remaining at 100 % B-A	110% of 1994 Program Capacity with Superintendent's Requested FY 91-96 CIP B*110%	Capacity Remaining at 110% D-A
<b>Area 1</b>					
Blair	4,632	4,968	336	5,465	833
Einstein	2,930	3,061	131	3,367	437
Kennedy	2,600	2,631	31	2,894	294
Paint Branch	3,786	3,875	89	4,263	477
Sherwood	2,785	2,780	(5)	3,058	273
Springbrook	4,106	4,359	253	4,795	689
Wheaton	2,340	2,824	484	3,106	766
Subtotal	23,179	24,498	1,319	26,948	3,769
<b>Area 2</b>					
Bethesda-Chevy Chase	3,103	2,873	(230)	3,160	57
Churchill	2,364	2,513	149	2,764	400
Walter Johnson	2,628	2,800	172	3,080	452
R. Montgomery	2,548	2,479	(69)	2,727	179
Rockville	2,224	2,813	589	3,094	870
Whitman	2,170	2,168	(2)	2,385	215
Subtotal	15,037	15,646	609	17,211	2,174
<b>Area 3</b>					
Damascus	3,360	3,255	(105)	3,581	221
Gaithersburg	5,971	6,194	223	6,813	842
Magruder	2,370	2,527	157	2,780	410
Poolesville	1,033	951	(82)	1,046	13
Quince Orchard	4,448	4,744	296	5,218	770
Seneca Valley	5,126	5,361	235	5,897	771
Watkins Mill	3,760	3,337	(423)	3,671	(89)
Wootton	3,446	3,071	(375)	3,378	(68)
Subtotal	29,514	29,440	(74)	32,384	2,870
Total	67,730	69,584	1,854	76,542	8,812

<sup>1</sup> Enrollment projections by Montgomery County Public Schools.

<sup>2</sup> Cluster capacity as stated in the Superintendent's Requested FY 91-96 CIP. Program capacity assumes the student per classroom ratio as funded by the Montgomery County Council (ie., 25 students per classroom for grades 1 to 6).

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; the Montgomery County Planning Department, Research Division; and the Superintendent's Requested FY 91-96 CIP.

Table 8

JIM SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA  
Comparison of 1994 MCPS Projected Junior, Intermediate, & Middle School Enrollment to 1994 Program Capacity  
Provided by the Superintendent's Requested FY 91-96 CIP

School Policy Areas (High School Cluster)	A	B	C	D	E
	September 1994 Enrollment Projected by MCPS (as of 10/89) <sup>1</sup>	100 % of 1994 Program Capacity with Superintendent's Requested FY 91-96 CIP <sup>2</sup>	Capacity Remaining at 100% B-A	110% of 1994 Program Capacity with Superintendent's Requested FY 91-96 CIP B*110%	Capacity Remaining at 110% D-A
<b>Area 1</b>					
Blair	2,295	1,602	(693)	1,762	(533)
Einstein	1,153	1,197	44	1,317	164
Kennedy	1,254	1,058	(197)	1,163	(91)
Paint Branch	1,529	1,535	6	1,688	159
Sherwood	1,288	1,341	53	1,475	187
Springbrook	1,639	1,854	215	2,039	400
Wheaton	1,025	1,125	100	1,238	213
Subtotal	10,183	9,711	(472)	10,682	499
<b>Area 2</b>					
Bethesda-Chevy Chase	626	909	283	1,000	374
Churchill	1,131	1,616	485	1,777	646
Walter Johnson	1,129	1,125	(4)	1,238	109
R. Montgomery	896	896	(1)	985	89
Rockville	922	963	41	1,059	137
Whitman	988	1,017	29	1,119	131
Subtotal	5,692	6,525	833	7,178	1,486
<b>Area 3</b>					
Damascus	755	869	114	955	200
Gaithersburg	1,302	1,179	(123)	1,297	(5)
Magruder	1,157	1,080	(77)	1,188	31
Poolesville <sup>3</sup>	0	0	0	0	0
Quince Orchard	1,067	1,062	(5)	1,168	101
Seneca Valley	1,823	1,850	27	2,034	211
Watkins Mill	1,007	752	(256)	827	(180)
Wootton	770	837	67	921	151
Subtotal	7,881	7,628	(254)	8,390	509
Total	23,756	23,864	108	26,250	2,494

<sup>1</sup> Enrollment projections by Montgomery County Public Schools.

<sup>2</sup> Cluster capacity as stated in the Superintendent's Requested FY 91-96 CIP. 100 percent of JIM program capacity is defined as 90 percent of the state rated capacity (i.e., 22.5 students per classroom).

<sup>3</sup> Poolesville's Jim and high school are one facility.

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; The Montgomery County Planning Department, Research Division; and the Superintendent's Requested FY 91-96 CIP.

Table 9

SENIOR SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA  
Comparison of 1994 MCPS Projected High School Enrollment to 1994 Program Capacity  
Provided by the Superintendent's Requested FY 91-96 CIP

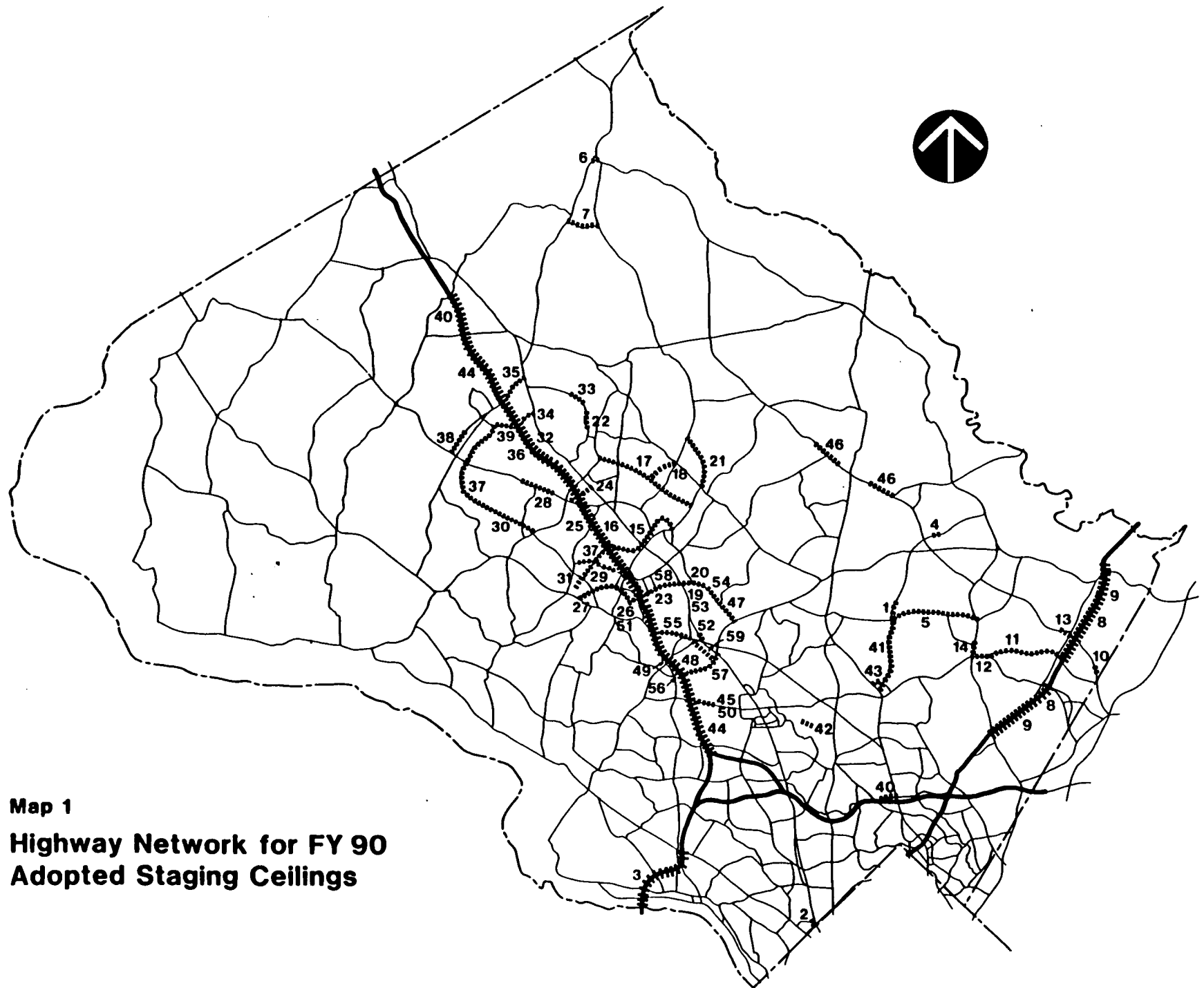
School Policy Areas (High School Cluster)	A	B	C	D	E
	September 1994 Enrollment Projected by MCPS (as of 10/89) <sup>1</sup>	100 % of 1994 Program Capacity with Superintendent's Requested FY 91-96 CIP <sup>2</sup>	Capacity Remaining at 100% B-A	110% of 1994 Program Capacity with Superintendent's Requested FY 91-96 CIP B*110%	Capacity Remaining at 110% D-A
<b>Area 1</b>					
Blair	2,317	2,039	(279)	2,242	(75)
Einstein	1,289	1,431	142	1,574	285
Kennedy	1,292	1,350	58	1,485	193
Paint Branch	1,679	1,674	(5)	1,841	162
Sherwood	1,493	1,800	307	1,980	487
Springbrook	2,065	2,070	5	2,277	212
Wheaton	1,351	1,233	(118)	1,356	5
Subtotal	11,486	11,597	111	12,756	1,270
<b>Area 2</b>					
Bethesda-Chevy Chase	1,239	1,535	296	1,688	449
Churchill	1,474	1,589	115	1,747	273
Walter Johnson	1,213	1,557	344	1,713	500
R. Montgomery	1,492	1,530	38	1,683	191
Rockville	1,145	1,314	169	1,445	300
Whitman	1,300	1,458	158	1,604	304
Subtotal	7,863	8,982	1,119	9,880	2,017
<b>Area 3</b>					
Damascus	1,236	1,530	294	1,683	447
Gaithersburg	1,872	1,841	(32)	2,025	153
Magruder	1,546	1,337	(210)	1,470	(76)
Poolesville <sup>3</sup>	681	860	179	945	264
Quince Orchard	1,979	1,890	(89)	2,079	100
Seneca Valley	1,757	1,688	(70)	1,856	99
Watkins Mill	1,690	1,508	(183)	1,658	(32)
Wootton	1,703	1,575	(128)	1,733	30
Subtotal	12,464	12,227	(238)	13,449	985
	=====	=====	=====	=====	=====
Total	31,813	32,805	992	36,086	4,273

<sup>1</sup> Enrollment projections by Montgomery County Public Schools.

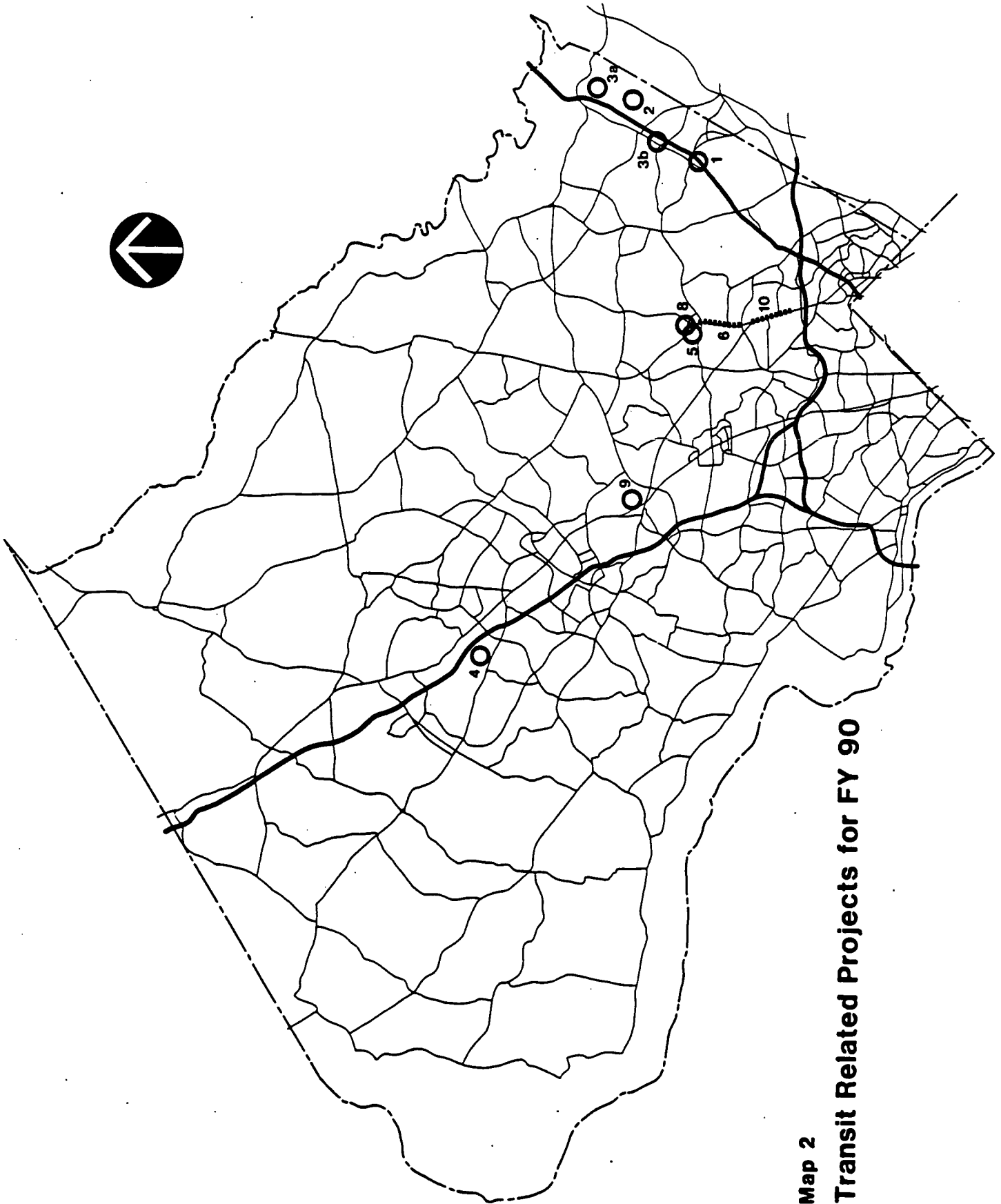
<sup>2</sup> Cluster capacity as stated in the Superintendent's Requested FY 91-96 CIP. 100 percent of program capacity is defined as 90 percent of the state rated capacity (i.e., 22.5 students per classroom).

<sup>3</sup> Poolesville's Jim and high school are one facility.

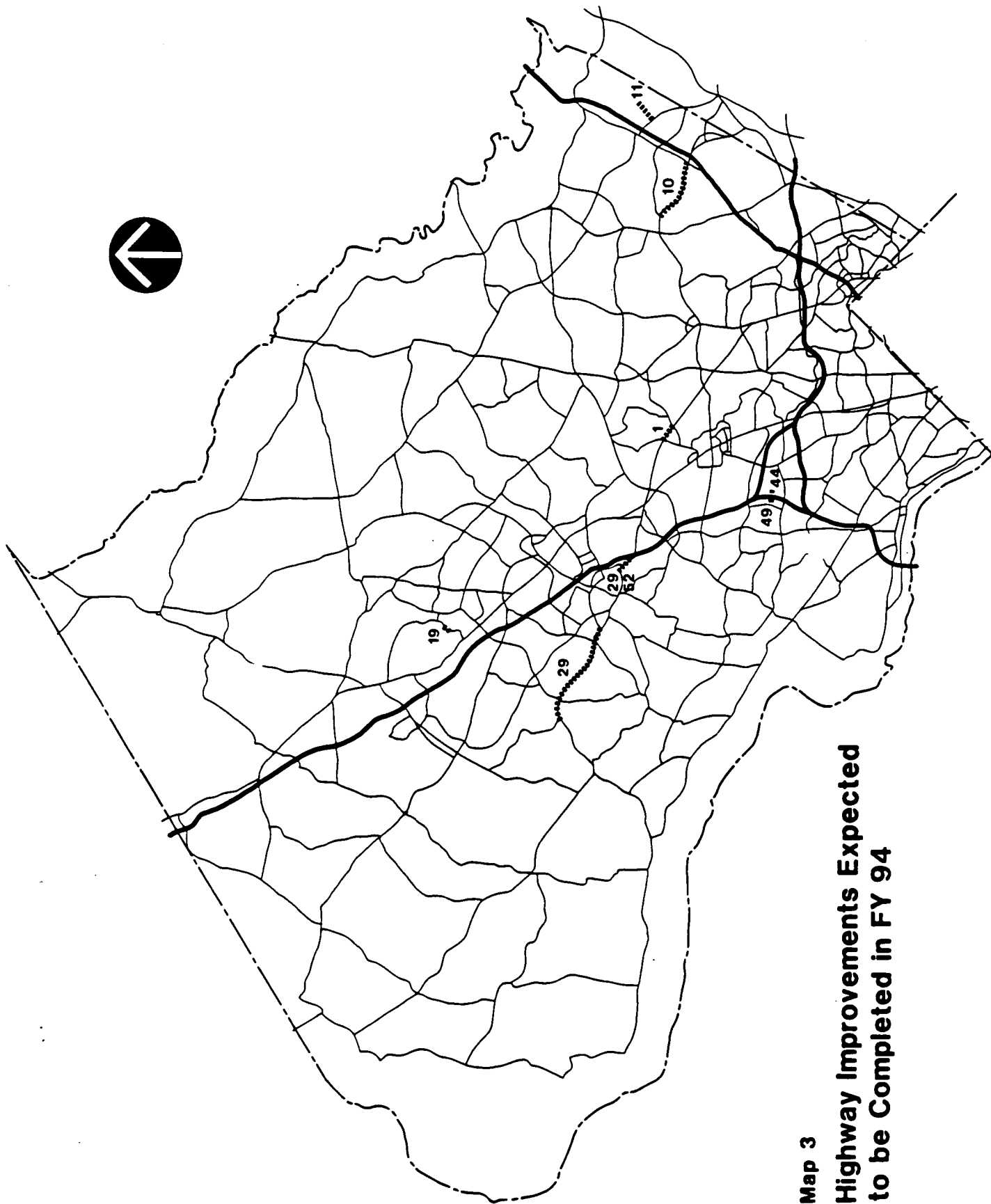
Source: Montgomery County Public Schools, Educational Facilities Planning and Development; The Montgomery County Planning Department, Research Division; and the Superintendent's Requested FY 91-96 CIP.



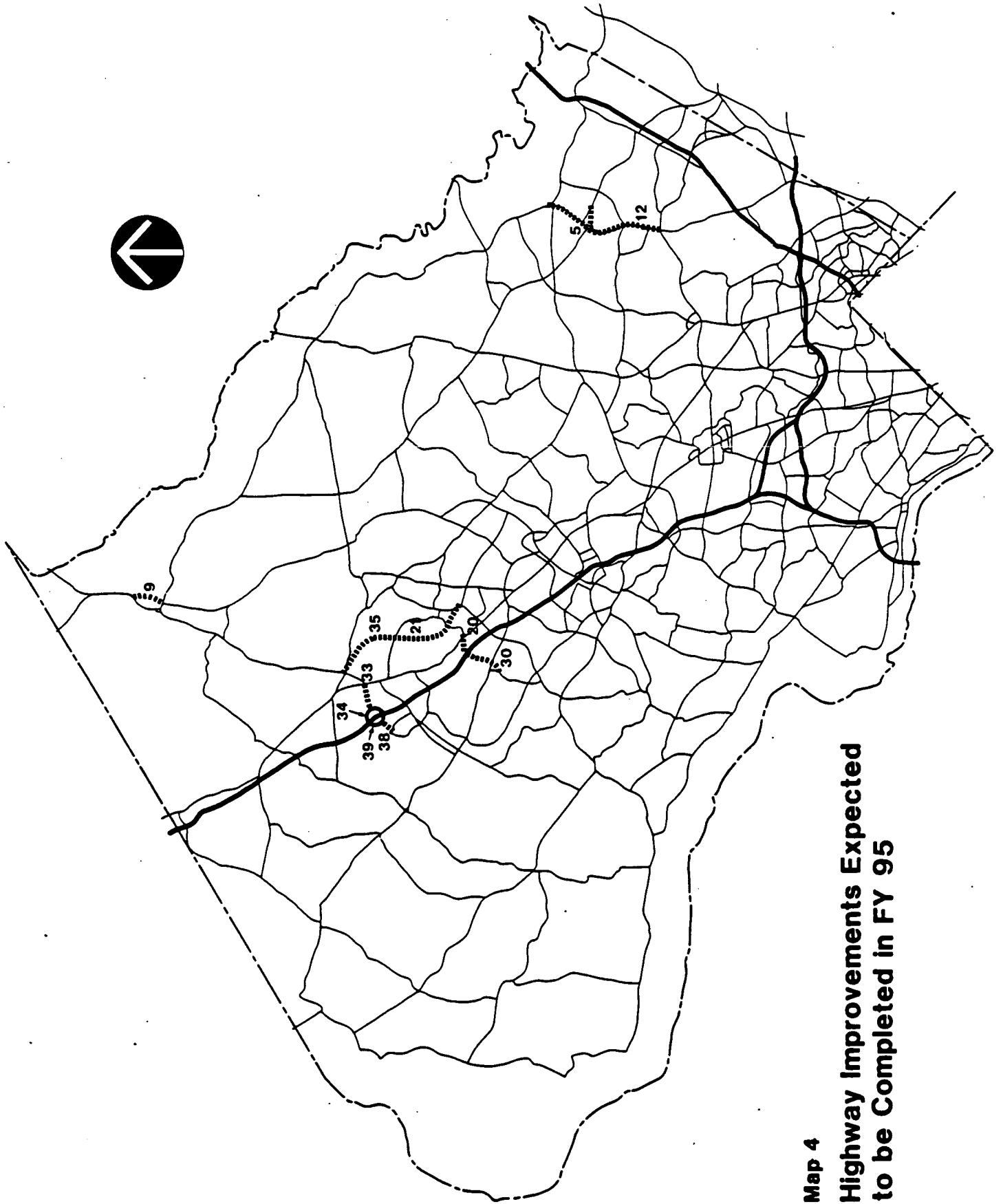
**Map 1**  
**Highway Network for FY 90**  
**Adopted Staging Ceilings**



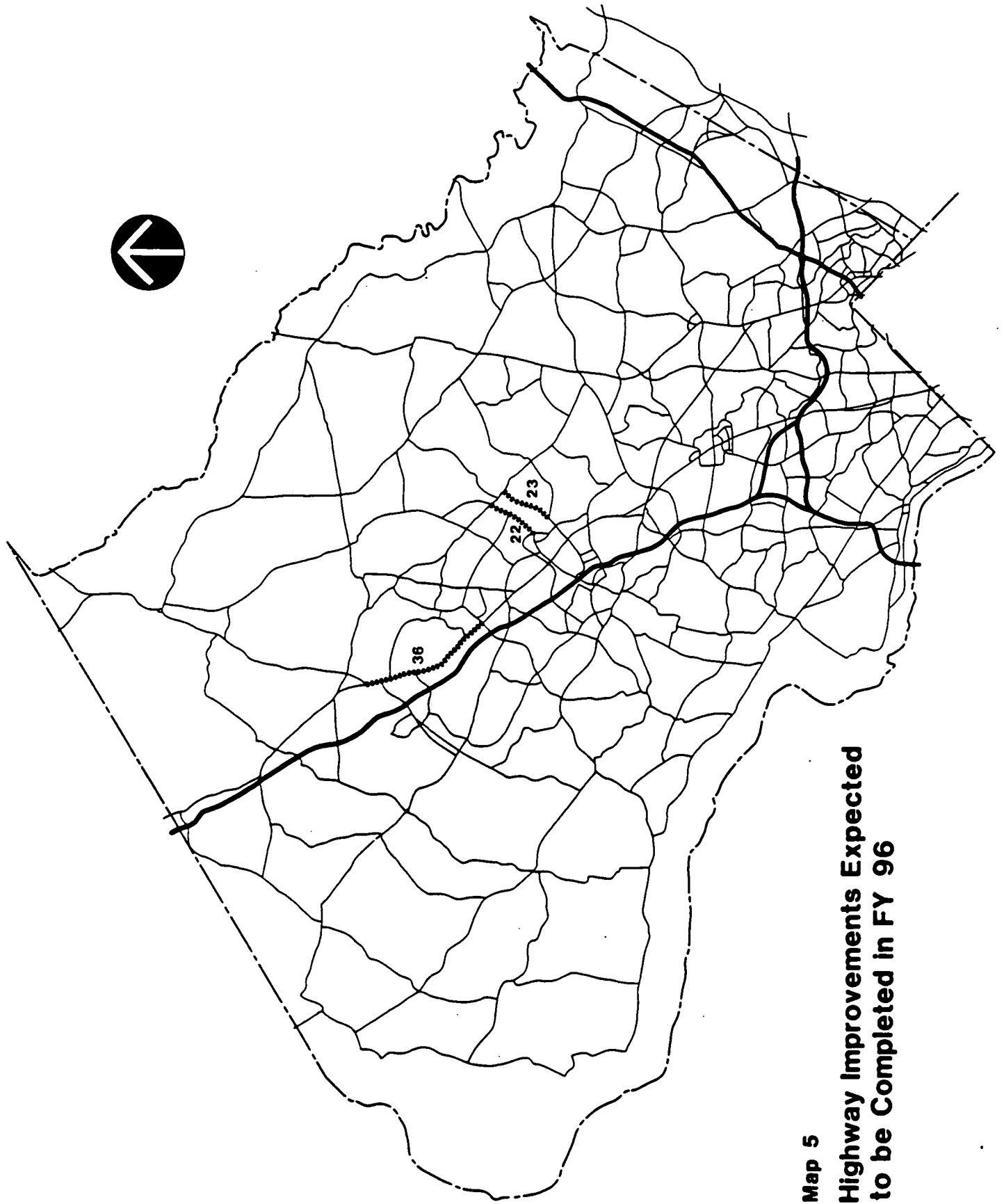
**Map 2**  
**Transit Related Projects for FY 90**



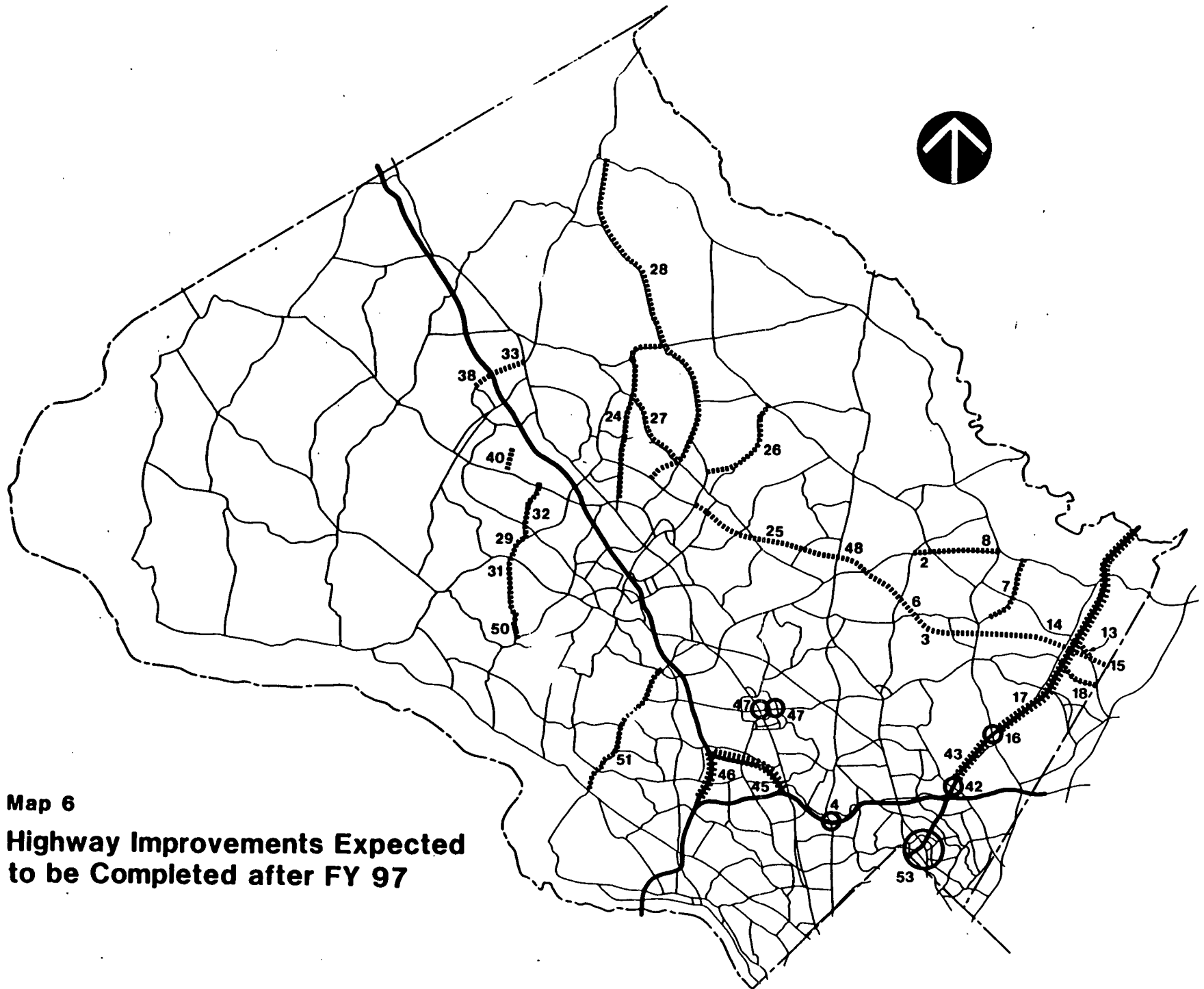
**Map 3**  
**Highway Improvements Expected**  
**to be Completed in FY 94**



**Map 4**  
**Highway Improvements Expected**  
**to be Completed in FY 95**



**Map 5**  
**Highway Improvements Expected**  
**to be Completed in FY 96**



Appendix F:

# Definitions And Key Variables

## **DEFINITIONS AND ASSIGNED VALUES FOR KEY VARIABLE ASSUMPTIONS**

Determining the impact of future development requires a number of assumptions to be made. The assumptions made about certain key variables constitute important points of leverage within the various statistical and computerized modeling processes. Alternative assumptions for these variables would result in a different overall assessment of the impacts of future development. While the assumptions used herein are by all evidence both reasonable and appropriate, there is some room for variation. All of the numbers used have ranges of fluctuation around them which are experienced in the real world. Any point within the range of real experience can be taken depending upon the risk one is willing to accept that the simulation model will no longer reflect reality as well.

The following is a simple expression of those key definitions and assumptions: what is being used; how the assumption is used in the modeling process; and the impacts of changing those assumptions in terms of the modeling process.

**ADEQUATE PUBLIC FACILITY ORDINANCE (APFO):** Chapter 50, Section 35(k) of the Subdivision Ordinance requires the Planning Board to make a finding that existing or programmed public facilities are adequate before they can approve a preliminary plan of subdivision.

**APPROVED ROAD PROGRAM (ARP):** The County Executive shall publish periodically an Approved Road Program which shall list all roads programmed in the current adopted CIP and the Maryland CTP for which: (A) in the case of the CIP, 100 percent of the estimated expenditures for construction costs have been appropriated; and (B) the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program. Roads required under Section 302 of the charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of the Code. The ARP constitutes the list of roads which can be used when conducting a Local Area Transportation Review.

**AVERAGE DAILY TRAFFIC (ADT):** The number of vehicles traveling on a segment of roadway during the 24 hours of an average weekday.

**CAPITAL IMPROVEMENT PROGRAM (CIP):** A document recommended each year by the Montgomery County Executive and adopted by the County Council which contains a six-year program for capital expenditures to expand and renovate Montgomery County's public facilities.

**CEILING:** See Staging Ceiling.

**CONSOLIDATED TRANSPORTATION PROGRAM (CTP):** The transportation capital improvements program annually adopted and administered by the State of Maryland. For the purposes of conducting the Annual Growth Policy analysis, the CTP will be considered as being adopted on the last day each year of the session of the Legisla-

ture, usually during the second week in April. In the event there is the possibility of a veto of the Legislature's actions by the Governor, then the appropriate date of adoption should be the last day that the Governor has to exercise his veto. In the event that the Legislature adds or deletes projects during the legislative session from the annual CTP document published by the MdDOT, usually in January, then official correspondence from the MdDOT acknowledging the intended changes to the CTP constitutes the official amendment. However, in order to use such changes in the Policy Area Review for the Staging Ceilings the correspondence needs to indicate that an added project would have 100 percent of its construction expenditures scheduled by the fourth fiscal year of that CTP. If appropriate, that correspondence can also be the basis of amending the Approved Roads Program.

**DEVELOPMENT PIPELINE:** This is the amount of future residential and non-residential development which will be subtracted from the adopted staging ceilings. It shall consist of: (1) all building completions since January 1, 1988; (2) the unbuilt portion of all preliminary plans that have been approved by the Planning Board, sewer connections from WSSC, public buildings at the issuance of building permit, and preliminary plans approved by the cities of Rockville And Gaithersburg. It is expressed in the same units of measure as the staging ceilings, jobs, and housing units.

**JOBS IN BUILDING:** The total estimated number of workers which can be accommodated in non-residential structures. It includes existing workers in addition to workers who could be accommodated in vacant or yet to be built structures. It does not include construction workers or self employed people working out of residential areas. It is calculated by multiplying a building's gross square footage by a standard ratio of square feet per job. Job ratios for the first five categories were derived from a 1984 survey conducted by the Research Division of the Montgomery County Planning Department. The job estimates for church, mini-warehouse, and auto repair are staff decisions. Montgomery County Public Schools provided the job estimates for schools. When the Montgomery County Planning Board limits the number of jobs for a project as a condition of its approval, that job limit is used as the number of jobs that the project adds to the pipeline.

Assuming a greater number of gross square footage per employee would assume a lesser transportation impact for a given square footage of building. It would permit more (non-residential) development to be approved within the staging ceiling.

---

**Square Footage Per Employee Multipliers:**

Office:	200	square feet per job in the Bethesda CBD, Bethesda/Chevy Chase, Kensington/Wheaton, North Bethesda, Silver Spring CBD, and Silver Spring/Takoma Park policy areas
	250	square feet per job in all other areas of the County
Mixed Use Planned Development Zone:	350	square feet per job
Research & Development:	350	square feet per job
Retail:	400	square feet per job
Industrial/Warehouse:	450	square feet per job
Other:	500	square feet per job
Church:	5	jobs
Mini-Warehouse:	1	job
Elementary School:	50	jobs
Middle School:	70	jobs
High School:	110	job
Auto Repair with No. Sq.Ft. Available:	1	job per bay

---

**LEVEL OF SERVICE (LOS):** A description of the quality of performance of a facility given the demands being placed upon that facility; mostly used in this report in terms of transportation facilities with reference to an A to F quality scale. This is a nationally accepted scale used to describe the quality of traffic flow on roadways and is an indicator of relative degrees of congestion.

**LOCAL AREA REVIEW (LAR):** The process used to determine if the proposed development will produce excessive local detrimental impact beyond the capacity of existing and programmed public facilities. For the application to roadway facilities, see the detailed guidelines which are published in the Montgomery County Planning Department's report "Alternative Transportation Scenarios and Staging Ceilings." The Planning Board's latest amendments to the Local Area Review guidelines, which were adopted July 14, 1988, are available as a separate publication. Further amendments with respect to the trip generation rates are anticipated for the Fall of 1989.

**PIPELINE:** See Development Pipeline.

**POLICY AREA:** See Staging Policy Area.

**PROGRAMMED FACILITY:** A capital facility project which is contained within the adopted County Capital Improvements Program, the State Consolidated Transportation Program, or program of Rockville or Gaithersburg, such that 100 percent of the expenditures for construction or operation are estimated to occur within the first four years of the applicable program. Where such road project either crosses several policy areas or will be built over a period of time in identifiable segments, the appropriate sections will be identified by the Planning Board to: (1) locate the segments in the appropriate policy areas, and (2) specify whether the segments meet the basic criteria for a programmed facility.

**RECORD PLAT:** A preliminary plan of subdivision which has been approved for recordation by the Montgomery County Planning Board or is already a recorded plat in the official Montgomery County land records.

#### **SCHOOL CAPACITY ANALYSIS:**

##### **A) School Capacity**

For Annual Growth Policy purposes, school capacity is measured as 110 percent of Council funded program capacity which includes space allocations for the regular program as well as special programs (i.e., special education and head start). This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the approved FY 90-95 Capital Improvements Program, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half day kindergarten where it is currently provided, 22 for all day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

##### **B) School Enrollment Forecasts**

MCPS projections are prepared in the fall of every year and are made for each of the upcoming six years and for two later years beyond the sixth year (in this year's forecast, these years are 1995 and 2000). The actual September enrollment at each school is used as the base on which the projections are developed and are used in the Planning Board draft AGP in it's school analysis tables.

MCPS uses the cohort survivorship model to forecast future enrollment. This method is used widely throughout the country and stands out as the most practical and consistently accurate forecasting approach. The cohort survivorship model, as applied by MCPS planners, involves the calculation of the number of students that can be expected in a particular grade at a future date, given the number of students now enrolled in the prior grade. Judgments are made about past trends and about in-migration, program changes, transfers in and out of the school service area, and other miscellaneous factors. Through the tracking of subdivision construction, student yields from subdivisions are applied to expected enrollment. Beyond the time of known sub-

division and building activity, MCPS planners rely on forecasts prepared by the Montgomery County Planning Department and their demographic model of County population up to 20 years in the future.

One of the most difficult components of the enrollment forecast is predicting kindergarten enrollment. MCPS planners review records of resident births compiled by the Maryland Center for Health Statistics. Births in nearby jurisdictions to mothers who reside in Montgomery County are included in these records. Birth data is at both the Countywide level and the Census tract level. For the small geographic level of an elementary school service area, birth data is not available. Also adding to the difficulty in forecasting is the common occurrence of families moving after a child is born, but before the child enrolls in school.

#### **C) De Minimis Development for Schools**

De Minimis development is that which will have minor school impacts. The County's policy is to avoid over regulating low impact development. For public school analysis purposes, the Planning Board can approve a preliminary plan of 10 or fewer single-family units, 17 or fewer townhouses, or 40 or fewer apartment units even if there has been a legislative determination that a geographic area does not have adequate public school capacity.

**STAGING POLICY AREA:** A geographic subarea of the County, delineated by the Planning Board, as adopted by the Council in the Annual Growth Policy for the purpose of staging analysis and the establishment of transportation staging ceiling capacities as appropriate. (See Map 1.)

**STAGING CEILING:** A total amount of development expressed in terms of housing units and jobs that has been determined by the Montgomery County Council to be balanced appropriately, on the basis of an areawide average, with the existing and programmed transportation facilities for the area.

Housing units may be single-family detached, single-family attached, garden apartments, and high rises. Each housing unit is counted as one unit.

#### **TRANSPORTATION CAPACITY ANALYSIS - POLICY AREAS:**

##### **A) Average Level of Service**

In the determination of an acceptable level of service for each policy area, a measure of the average level of service is used. This is a weighted index of the traffic congestion level for a policy area. The index is calculated by estimating the average peak hour traffic congestion level experienced or projected for each link of roadway in each policy area, weighting it by the total amount travel on each link (expressed in vehicle-miles of travel), and then calculating the weighted average.

The policy standards for average level of service which are set are critical in determining the staging ceilings. Changing the definition of what is an acceptable level of service will change the assessment of how much development will be permitted. The standards used herein vary from average LOS C to LOS D/E. The lower the average standard, the greater the amount of development which would be approved.

The County Council sets the Silver Spring CBD ceiling separately. Here, the development ceiling was based on an analysis of factors including the critical intersections and average LOS in the surrounding policy area, total evening peak hour outbound trips, and the effects of a Transportation Management District.

#### B) Roadway Capacity

The hourly roadway capacity is a key variable in the transportation model which is used to evaluate alternative staging ceilings. The hourly roadway capacities used in the current transportation modeling process vary by route type, location (urban/suburban/rural), and roadway geometry. The following presents the range of capacities used in the model for various roadways in the Montgomery County network. The higher the values of the capacities, the greater the amount of development which would be approved. Further work needs to be done to better account for intersection capacities, traffic signal interconnections and to relate to recently observed speed and delay data.

<u>Route Type</u>	<u>Range in Vehicles per Hour per Lane at Level of Service E</u>
Expressways	1,800 to 2,000
Major Arterials	1,000 to 1,500
Minor Arterials & Collectors	600 to 1,000

#### C) Peak Hour Trip Table Splitting Factors

The Planning Department developed a new procedure of splitting the peak hour trip table for application, along with the new EMME/2 traffic model. Please refer to the appropriate section on modeling peak hour traffic, in the chapter describing the traffic modeling in the accompanying report on "Alternative Transportation Scenarios and Staging Ceilings." This new procedure generally has replaced the peak hour factor approach used with the previous TRIMS model. Rough initial factors for splitting daily trip tables to produce AM peak hour trips were estimated from COG data as follows:

- 1) Home-Based Work Trips . . . . . 19%
- 2) Home-Based Other Trips . . . . . 3%
- 3) Home-Based Shop Trips . . . . . 1%
- 4) Non-Home Based Trips . . . . . 3%

The home-based work trip percentage was adjusted uniquely for each zone by factors related to household density at the origin end and employment density at the destination end of the trip. The resulting possible percentages of home-based work trips which can occur in the AM peak hour ranges from 12 percent to 27 percent. However, the typical values used in the FY 90 AGP are about 13-14 percent for the Bethesda and Silver Spring CBD's, 16-17 percent for the Kensington-Wheaton area, 20-21 percent for the Gaithersburg area, and 22-23 percent for the Damascus, Poolesville, and Patuxent areas. The lower the amount of these factors, the greater the amount of development which can be approved.

#### D) Other Variables in the Transportation Model

There are a number of other variables in the EMME/2 transportation model used by Planning Department staff that affect the evaluation of staging ceilings. Numerous factors enter into the model system's trip generation, trip distribution, auto occupancy, and transit mode choice and traffic assignment models. The chapter on transportation modeling in the accompanying report on "Alternative Transportation Scenarios and Staging Ceilings," presents information on many of these specific factors. The report was last published in December, 1987 and an update is scheduled for 1989.

One other key variable affecting the transportation analysis is in the land use assumed for the other jurisdictions in the Washington Metropolitan Region for the purposes of assigning traffic through Montgomery County to and from those locations. In general, the Planning Department has used the COG Round 4 Intermediate Cooperative Forecast for 1995.

#### E) De Minimis Development for Transportation

De Minimis development is that which will have minor traffic impacts. This policy defines De Minimis development for transportation analysis purposes, as that which would produce fewer than 10 peak hour trips may receive approval of up to 5 peak hour trips within areas exceeding the staging ceiling. The higher these types of limits are set, the greater the amount development that can be approved.

### TRANSPORTATION CAPACITY ANALYSIS - LOCAL AREA REVIEW:

#### A) Trip Generation

Trip generation rates are the number of vehicle trips to and from a development per unit of development activity. They are used in a simple form in local area transportation review in order to assess the impact of a particular development on the nearby transportation network. The generation rates are also used, with appropriate modifications for scale effects and trip purpose, within the transportation model for staging ceiling

analysis. When so used, they are based on type of trip such as work trips or shopping trips and are set as daily rates, with peak hour trip splitting adjustment factors to convert to hourly rates (see separate discussion).

For Local Area Traffic Review, the Planning Department uses peak hour trip rates from the Institute of Transportation Engineers. Typical ranges of rates for residential development and selected non-residential trip rates are listed below. In some areas of the County, trip generation rates outside of these ranges are established in the sector plan or through other procedures to reflect higher transit use or some other factor relevant to the area. The applicant has the opportunity to use the rates from a range. This range of rates reflects items such as transit availability, the size of the development relative to the particular land use and the location. These and other rates used in Local Area Review are currently under study for possible revisions. An amendment to the rates used in the Local Area Review Guidelines is scheduled for consideration by the Board in the Fall of 1989. Lowering trip generation rates would mean a lesser assumed impact for a given type of development.

<u>Land Use Category</u>	<u>Peak Hour Trip Generation Rates</u>	
High Rise Apartments	.5 to	.7 trips/housing unit
Townhouses	.6 to	.8 trips/housing unit
Garden Apartments	.6 to	.8 trips/housing unit
Single-Family	.8 to	1.0 trips/housing unit
General Office	2.00 to	2.82 trips/1000 square feet
Shopping Centers	0.61 to	14.42 trips/1000 square feet

(NOTE: It is anticipated that this table will be amended after Board action on proposed changes to the Local Area Review Guidelines.)

#### B) Acceptable Level of Service (LOS)

Of the variables discussed in the Local Area Traffic Review (LATR) Guidelines, a change in the acceptable LOS would have the largest effect on whether a preliminary plan was determined to be acceptable with regard to APFO. In the policy areas that have established staging ceilings, a LOS of mid-point E is used as the lowest acceptable LOS for LATR. The mid-point LOS E is presumed to be the condition under which the transportation facilities are operating at maximum capacity. This relatively low LOS, used in LATR for specific intersections, is acceptable because of the check related to the staging ceiling, that says on the average the level of service over the area is better than this lower

level. If a better local LOS standard is used, less development would be approved.

In the more rural Group I policy areas of the County where staging ceilings are not established, an intersection is presumed to be operating acceptably under LATR if the local LOS is D/E or better. This better LOS is used in these areas since the County has not established staging ceilings in these areas. The better the LOS deemed acceptable, the less the amount of development which will pass Local Area Review.

#### C) Peak Hour Traffic Counts

Peak hour traffic counts for any location vary from day to day, week to week and for seasons of the year. In general, traffic counts made during the summer months should not be used since traffic during this time of year is lower than normal. Traffic counts taken on holidays or the day before or after holidays should not be used due to their non-typical characteristics. Counts that are more than six months old should be adjusted to reflect development that has been completed and occupied since the count was made. Traffic counts older than three years should not be used because of potential changes in traffic patterns and growth in traffic. The Planning Department staff has the right to require new counts to be made if there is reason to believe that a count is flawed.

Appendix G:

# Acknowledgements

## ACKNOWLEDGEMENTS

### MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Richard E. Tustian, Planning Director  
Charles Loehr, Deputy Planning Director  
Robert Winick, Chief, Transportation Planning Division  
Drew Dedrick, Chief, Research and Information Systems Division  
Carol Dickey, Planner, Research and Information Systems Division  
Bud Liem, Coordinator, Transportation Planning Division  
Michael Replogle, Planner, Transportation Planning Division

Ed Axler  
William Berryhill  
Barbara Baker  
Charles Coleman  
Dave Fugitt  
Mary Goodman  
Brandt Hare  
Jim Hargett  
Bob Hnat  
Lembit Jogi  
Wayne Koempel  
Ajay Kumar  
David Levinson

George Marenka  
Linda Miller  
Fred Peacock  
Delores Ramsey  
Walter Robinson  
Shelia Sampson  
Les Scattergood  
Vince Scott  
Marie Steingrebe  
Donald Vary  
Kathy Woodward  
David Yang  
Pamela Zorich

### MONTGOMERY COUNTY EXECUTIVE BRANCH

Meg Riesett, Office of Planning Policies (OPP)  
Richard Ferrara, Department of Housing and Community Development (DHCD)  
Robert Kendal, Office of Management and Budget (OMB)  
Vicki Lathom, Information Office  
Dyan Brasington, Office of Economic Development (OED)  
Robert McGarry, Department of Transportation (DOT)  
David Sobers, Department of Environmental Protection (DEP)  
Edmond Rovner, Office of the County Executive (OCE)  
Clyde Sorrell, Office of the County Attorney (OCA)  
Andrea Eaton, Government Service Centers

Hal Phipps, Coordinator, OPP  
Anne Brown, OPP  
Marty Brubaker, OMB  
Helen Fredlund, OPP  
Keith Goodman, OPP  
Albert Hammond, OPP  
Kathy Hart, OCA  
Christy Huddle, OPP  
Dolores Kinney, OPP  
Carole Martin, OPP

Kathy Mitchell, OED  
Martha Nebb, OPP  
Glenn Orlin, DOT  
Emily Otto, OPP  
Scott Reilly, DHCD  
Sue Richards, OPP  
Ann Root, OMB  
Robert Simpson, DOT  
Catherine Stover, OMB

)

)

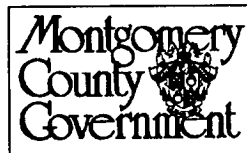
)

)

)

)

)



Office of Planning Policies  
101 Monroe Street  
Rockville, Maryland 20850